

POWER AND LEADERSHIP TRANSITION

**AT NSE, AS
ENGR. MOHAMMED BABAGANA, FNSE
HANDOVER TO
ENGR. TASIU SA'AD GIDARI-WUDIL, FNSE
THE 33RD NSE PRESIDENT**



The only purpose for which power can be rightly exercised over any society or any member of the civilized community, against the will, is to prevent harm to others. Everyone in a leadership position must know when it's time to hand over the reins. Anyone, anywhere can make a positive difference and leadership is the capacity to translate vision into reality, and leading people is the most challenging and leadership is not about titles, positions, or flow charts. It is about one life influencing another, therefore, the

most gratifying undertaking of all human endeavours, we must follow the people, since we are not their leader. The Nigerian Society of Engineers, NSE National Headquarters, have witnessed change in leadership baton, following the expiration of the tenure of Engr. Mohammed Babagana, FNSE, on 31st December 2021. The new president is Engr Tasiu Sa'ad Gidari-Wudil, an electrical engineer. The handing over was done at the Nigerian Society of Engineers Headquarters, Abuja, on 31st December, 2021.

EDITORIAL

Message from the Editor

It is about one life influencing another, therefore, the most gratifying undertaking of all human endeavours is leadership. Leadership is lifting a person's vision to high sights, the raising of a person's performance to a higher standard, the building of a personality beyond its normal limitations. Anyone, anywhere can make a positive difference and leadership is the capacity to translate vision into reality, and as leading people is the most challenging and leadership is not about titles, positions, or flow charts.

Engr. Tasiu Sa'ad Gidari-Wudil, FNSE, investiture ceremony took place on Saturday 22nd January, 2022 at ICC, Abuja. This investiture ceremony is different and exciting, because it is virtual and exciting as we move into digital space to practice leadership skills. There is nothing innovative about this, but it shows our ability to be resilient. When most people find COVID period challenging, we are looking for opportunities to improvise our act. This evinces our resilient characteristic as we adapt to new situations successfully. We are resilient, responsible and ready to take up new challenges. Most people assume and believe Leadership is a position, but we can look at leadership as, 'Who you are'. 'Great Leadership starts with Self-Leadership'.

Lead through Innovation
Pursue Excellence
Grow by Learning
And be a Global Citizen.

Long live The Nigerian Society of Engineers!
Long live The Federal Republic of Nigeria!!

Engr. Paul Uzioigwe, MNSE, MNIHTE
Chief Editor

NEW YEAR MESSAGE TO ENGINEERS BY ENGR. TASIU SA'AD GIDARI-WUDIL, FNSE THE 33RD NSE PRESIDENT



Happy New Year!!!

Cheers to the shared memories in 2022!. **The New Year brings new opportunities**, but we will forever be grateful to all of us for being by our sides in all of these changes. In an extraordinary year, we are grateful for extraordinary friendship ... Thanks and greetings for a new beginning. Never underestimate the power one has to take our life in a new direction. **Every moment is a fresh beginning.** Life's not about expecting, hoping and

wishing, it's about doing, being and becoming. We like the dreams of the future better than the history of the past. In his new year message to NSE members, released on January 1, 2022, Engr Tasiu Sa'ad Gidari-Wudil, FNSE welcomed engineers to 2022 with promise to address all pending issues. He expressed his determination to uphold rule of law and ensure that extant power as enshrined in the Society's Memorandum and Articles of Association are adhered to in conflict resolutions.

Engr. Tasiu Sa'ad Gidari-Wudil, FNSE, promised that his administration will put the Society on path of growth and progress through programmes and initiatives that "promote technological advancement for our nation and yield the desired visibility for the Society in the appropriate corridors." Chronicling the ideals of the Society and its past, Engr. Tasiu Sa'ad Gidari-Wudil, FNSE, said "The history of our great Society is replete with achievements of honourable and resolute men, who fought against storms and oppositions to build a virile umbrella organization for the noble profession of Engineering in Nigeria. "The foundation that they laid over six decades ago has stood the test of time under successive leaderships of the Society, with layers of achievements in different spheres. We may not be where we desire to be, yet, but the journey thus far has been steadily progressive." he added.

He regrets that in recent times, there have been unfortunate events which casted shadows over the progress recorded in the past. he mentioned the incidences that occurred during the recently concluded Annual General Meeting (AGM). He expressed regrets that some actions and pronouncement that followed the controversies portent desperation and have "potentials for rocking the foundation and truncating the growth of this noble Society that our progenitors laboured to build."

He appealed to engineers to imbibe the spirit of togetherness and join hands with his administration to foster unity and progress for our great Society.

Long live The Nigerian Society of Engineers!
Long live The Federal Republic of Nigeria!!

WHO IS ENGR. TASIU SA'AD GIDARI-WUDIL, FNSE, THE 33RD NSE PRESIDENT?

Eng. Tasiu Sa'ad Gidari-Wudil FNSE, SMIEEE, FNIEEE, (Popularly known as and called **Engr. Wudil**), was born on the 12th September, 1962, at Wudil, in Kano State. His early educational career saw him through the Wudil Central Primary School, Government Technical College, Wudil, Science Secondary School, Dawakin, Kudu, where he wrote and got eight credits at the West African Examination in 1983. He later got admission into the Federal University of Technology (now ATBU), Bauchi, to study Electrical and Electronics Engineering in 1985. Engr. Wudil holds a Master of Engineering in Electrical Engineering (Power & Machines) and Bachelor of Engineering in Electrical Engineering (Power & Machines), from Abubakar Tafawa Balewa University, Bauchi. Currently, Engr. Gidari-Wudil is a Ph. D. student at the Abubakar Tafawa Balewa University Bauchi.



NSE Activities

Engr. Gidari-Wudil is a true NSE man with passion for the development of young engineers, and protection of the dignity of the Nigerian Engineer. He has served at various levels in Jos, Bauchi and Maitama Branches. He served on various Boards and in Committees at the NSE National level. He has been on COREN and NBTE accreditation teams.

Engr. Gidari-Wudil was overwhelmingly elected as Vice President of NSE at Uyo in 2016. He superintended the Engineering Bureau Service Department and Board (Engineering Manpower Bureau, Cost Indices

and Infrastructural Score Card Committee, Accreditation Committee). He was the pivot of the implementation of the Computer Based Test for NSE Corporate Examination. He also championed the creation of the Energy Audit Study Group. The EBS Board, under his leadership, introduced the Engineering Product Endorsement Scheme (EPES), which is yet to be approved by Council. He has excellently represented the NSE President on several occasions and chaired Council meetings for some moment holding brief for the President.

In 2017, he was re-elected as Vice President by yet another majority of the Nigerian Engineers. He was assigned to supervise the Engineering Regulation, Legislation and Liaison Board / Department. Here, his team was responsible for the reorganization of the Young Engineers / Future Leaders in line with WFEO directives, engagement of government agencies and facilitation of collaborations. Several MoUs were either revived or initiated by ERL&L Board. The Standards and Codes Committee was very active, even though, it consolidated on its previous works due to financial constraints.

In 2018, he was re-elected as Vice President, for 2019, by yet another majority of the Nigerian engineers. He was assigned to supervise the Engineering Regulation, Legislation and Liaison Board. As the first Vice President, he presided over two consecutive EXCO meetings, while the President and Deputy President were attending COREN Council meetings running concurrently. His Board facilitated the advocacy by NSE on the implementation of the **Enhanced Entry Point for Engineers in the Public Service Circular**, with huge success. He has successfully executed all assignments given to him by the President, EXCO and Council.

In 2019, he was elected as Deputy President and President-Elect, for 2020 / 2021, by majority of the Nigerian Engineers.

On 1st January, 2022, he took the mantle of leadership of the great Nigerian Society of Engineers, as the 33rd President with his elected Executives.

A birth of New Era in the annals of The Nigerian Society of Engineers.

Working Experience

Engr. Gidari-Wudil worked with the Kano State Science and Technical Schools Management Board, as Electrical Instructor at the Government Technical College, Wudil. He also served as Engineer 1 (Electrical) at the Ministry of Education, Kano. He got a job with the Bayero University Computer Centre as Computer Maintenance Engineer, but later joined the defunct National Electric Power Authority (NEPA). Engr. Gidari-Wudil is now an Assistant General Manager with the Nigerian Electricity Regulatory Commission.

Professional Affiliations

Engr. T. S. G-Wudil is a Fellow of the Nigerian Society of Engineers, since May, 2013; a Senior Member, Institute of Electrical and Electronics Engineers (IEEE), New York, USA; Pioneer Chair of the Power & Energy Society, Institute of Electrical and Electronics Engineers, Nigeria Chapter; Member, Nigerian Institute of Management; Member, Association of Energy Engineers (AEE); and a Professional Member, American Society of Safety Engineers, ASSE.

Professional Registration and Certifications

Engr. Gidari-Wudil was registered with COREN in 2001 and is the first Nigerian Engineer to be Certified Regulatory Specialist. He is also Certified Public Private Partnership Specialist, both from Institute of Public Private Partnership (IP³), Washington DC. He is Certified Energy Manager, CEM(R).

Publications and Courses Attended

Engr. Gidari-Wudil has to his credit over eighteen (18) National and International Conference Papers in the field of Electrical Engineering. He has attended so many courses in Engineering, Regulations, Public Private Partnerships, and Management. He is an Alumnus of IP³, ILI, LBS and KBS. He has attended the Certified Energy Manager training in Cairo, Egypt and is a CEM.

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A COMMUNIQUÉ AT THE END OF A 1-DAY CONFERENCE THEME: THE IMPLEMENTATION OF PRESIDENTIAL EXECUTIVE ORDER NO. SEVEN (7), AS IT AFFECTS THE PROCUREMENT OF HIGHWAY PROJECTS IN NIGERIA

Introduction

The Nigerian Institution of Highway and Transportation Engineers (NIHTE), the 19th Division of NSE, which was established in July, 2013, in collaboration with the Nigerian Society of Engineers (NSE), organized a 1-Day, 8th Conference, on 10th December, 2021, at NEC, Abuja, with the Theme, "The Implementation of Presidential Executive Order No. Seven (7), as it affects the Procurement of Highway Projects in Nigeria". In the eight (8) years that the Conference had been held, it has become an avenue for Highway and Transportation engineering professionals to interact and make suggestions on how to make and exercise better highway and transportation in the country. NIHTE caters for the welfare of highway and transportation engineering professionals in Nigeria, across various stakeholder organizations in the Nigerian engineering sector. NIHTE, since its inception, has made landmark achievements in areas of professional development, advocacy engagement with the government.

Over 250 stakeholders from a wide cross-section of the oil and gas industry, professionals, students, academia, government representatives and other engineering practitioners from other engineering-based sectors, organizations and institutions were in attendance. It was a big gathering of Highway and Transportation engineering professionals, where information was shared and discussed, concerning highway and transportation, obtained up-to-date information about changes in policies, procedures, methods and other guidance documentation, discussed **Presidential Executive Order No. 7 of 2019, as it affects the procurement of highway and transportation projects in Nigeria** and brain stormed on developing solutions to common problems.

Opening

While opening the Conference and welcoming the participants, the National Chairman, Engr. George Osita Nsonwu, FNSE, commented on the pivotal role of Highway and Transportation engineering professionals in road operations. He appealed to members of the National Assembly to pass the Road Sector Reform Bill (RSRB) into Law, saying that, it is critical to the development of the Road Sector. If the RSRB is passed into Law, it would solve most of the challenges facing the highway and transportation sector and other economic sectors in the country. The RSRB would also give room for private sector involvement in the planning and construction of road infrastructures in Nigeria.

Amongst the leaders of business and corporate organizations dignitaries, who graced the Occasion are:-

- ✓ Engr. Babagana Mohammed, FNSE, President, NSE, as distinguished Chairman of the Occasion.
- ✓ Engr. George Osita Nsonwu, FNSE, National Chairman, NIHTE, as Chief Host.
- ✓ Engr. Nebolisa Anako, FNSE, Perm. Sec., Federal Ministry of Power, as Distinguished Guest of Honour.
- ✓ Engr. Nurudeen Rafindadi, FNSE, MD, FERMA.

Presentation (See attached Slides)

Presentation on the Implementation of Presidential Executive Order No. 7, as it affects the Procurement of Highway Projects in Nigeria, was made by Engr. Felix Atume FNSE, FAEng, mni, on current issues affecting highways and transportation, including highway development in Nigeria, Road Sector Reform Bill, Road Funds, Executive Order No. 7 and its effects, challenges and sustainability, showback of findings and conclusion.

Issues / Discussions from interactive session

Road infrastructure has been a critical factor to achieve the face of development in every economy, despite the annual budgetary allocations for road planning and construction in the country.

Observers say that some portions of the road are in deplorable conditions, a situation, which has led to President Muhammad Buhari signing into law the Executive Order No. 7 of 2019, on the road infrastructure development, a refurbishment investment tax credit scheme to highway. The highway and transportation of Nigeria engineers, is of the view that, if the Road Sector Reform Bill (RSRB) comes into Law, it will solve most of the challenges facing the sector and other economic sectors in the country.

It is all prayer that the President will sign this into Law, so that there will be sustainable flow of fund into maintenance and the institution will become strong to implement road development in the country. What we want is full road sector reform and private sector partnership participation in the funding to reduce the pressure on the government.

Effort has been made to get the right Act with all the necessary provisions and is one more attempt.

Road networks are vital to development, so once roads are opened up, where there are properties, goods and services, food crops will easily be taken from market or farmland to market and reducing cost of even food stuff indeed.

The Road Sector Reform Bill by NIHTE is designed to develop and deliver private-public partnership (PPP) in roads infrastructure development in Nigeria.

In 2022, we have a game changer, the game changer here is to work with Executive Order No. 7, which was signed by President in 2019, that has a lot of intervention, that will change a lot of road planning and construction in Nigeria in terms of funding, because the major problem in road construction is funding. Most of the funds that are allocated and budgeted for are not enough to carry out construction. By calculation, it takes several years for road construction to be completed, but this intervention will take very few years for road construction to be completed, which has come in form of Sukuk and

also NNPC intervention.

Other Relevant information

The reported taken over for rehabilitation of Enugu – Onitsha Expressway by MTN Nigeria, is what is required, such intervention shall keep roads in good shape and condition. Poor funding is a major hindrance to the activities of the Federal Roads Maintenance Agency (FERMA) and that government alone cannot handle the issue of road construction and maintenance.

Recommendation

Federal, State and Local Government should make the **Executive Order No. 7** a priority in their developmental agenda. If implemented, will reduce fatality, reduce the cost of transporting goods and passengers. Local governments should be empowered to use Executive Order No. 7 to facilitate the transportation of goods to the markets at reduced costs.

NIHTE to collaborate with Government to ensure that Executive Order No. 7 is implemented to achieve their intention.

Private-public partnership (PPP) to be encouraged, to give meaning to Executive Order No. 7.

There should be strong synergy between the Local, State, Federal and the Technocrats on the issues of Executive Order No. 7 implementation.

Conclusion

The Conference closed with all participants present personally committing to the Theme, engagement of their institutions, organizations and cascading the key NIHTE Conference messages

A COURTESY VISIT TO THE NEWLY ELECTED 19TH PRESIDENT OF THE ASSOCIATION FOR CONSULTING ENGINEERING IN NIGERIA (ACEN), ENGR. FATAI AJIBADE OKE, FNSE



CED Magazine team paid a courtesy visit to the newly elected 19th President of the Association for Consulting Engineering in Nigeria (ACEN), Engr. Fatai Ajibade Oke, FNSE, in his office at ACEN Secretariat, Ikeja, Lagos, on 10th February, 2022.

On a brief chat with him, he took time to highlight some of his vision and mission for the association in the next two years of his tenure.

He also appreciated the effort of all the past leaders of the ACEN, the workers for making ACEN what it is today, 'a formidable force to reckon with in the engineering consultancy activities in the country'.

He was overwhelmed on the visit and did not hide his feelings as he appreciates CED Magazine team for their consistency, and resilience effort in promoting the built environment activities in Nigeria in particular and the world in general.

Watch out for the feature of the interview in the next edition of "CED Magazine", the award winning construction & engineering journal in Nigeria. Join us celebrate him with a goodwill message.



Buhari to Nigerian Engineers: Join FG to grow our infrastructure



President Muhammadu Buhari has pleaded with Nigerian engineers to partner with the federal government for the rapid infrastructural development of the country.

The president said this today during the investiture ceremony of the 33rd national president and chairman-in-council of the Nigerian Society of Engineers (NSE), Engineer Tasiu Sa'ad Gidari-Wudil, at the International Conference Centre, Abuja. "If we must make progress as a nation, the government and Nigerian engineers must partner together for the rapid infrastructural development of the country," the president said.

The president, who was the distinguished guest of honour and represented by the minister of science and technology, Ogbonnaya Onu, an engineer, told the audience that his administration has made significant progress in the infrastructural development of the country.

"We have made significant progress in railway transportation to link various parts of our federation," he said.

Special guest of honour at the event, former President Goodluck Jonathan thanked the NSE for inviting him to their

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Nigerian Institution of Highway and Transportation Engineers confers fellowship on 44 Engineers.

Friday 10th Dec., 2021

FELLOWSHIP CONFEREES



Fortune will always confer an aura of worth, unworthily and in this world the lucky person passes for a genius and rank does not confer privilege or give power, it imposes responsibility. Honour is simply the morality of superior men and man becomes great exactly in the degree in which he works for the welfare of his fellow-men. The Institution of Highway and Transportation Engineers in Nigeria (NIHTE) on 10th December, 2021 celebrated the fellowship conferment of its 2nd batch of NIHTE Fellows, as well as the 2021 Conference and AGM of the cohort of practitioners under the revised NIHTE Standards (formerly the NIHE), at the NSE Auditorium, Nigerian Society of

Engineers Headquarters in Central Area, Abuja. The NIHTE Standards represent an integrated set of competency standards and practice-oriented development roadmaps for highway and transportation professional practitioners, covering 2 industry segments spanning more than 50 specialisations.

The event witnessed the conferment of the prestigious fellow of the Nigerian Institution of Highway and Transportation (FNIHTE) on 44 members, who were inducted into the highest grade of the institution profession and duly recognized as fellows of the revered institutional body. See pictures below. The conferees had reached this stage through vigorous assessment and we salute and congratulate them for this achievement. The conferment of this well-deserved Fellowship, is in recognition of dedication, discipline and industry-wide contribution to engineering in both Nigeria and globally. It marks a new height for conferees, who started their Engineering career in and outside Nigeria, upon graduation.

The Guest Lecturer of the day, Engr. Atume Felix, FNSE, FNIHTE, spoke on the "Implementation of Presidential Executive Order No. 7, as it affects the Procurement of Highway Projects in Nigeria, on current issues affecting highways and transportation, including highway development in Nigeria, Road Sector Reform Bill, Road Funds, Executive Order No. 7 and its effects, challenges and sustainability, show-back of findings and conclusion. He called on engineers across Nigeria to take full advantage of new developments, and emerging opportunities in the road sector Industry as Nigeria depended on engineers to attain national growth and development and also for engineers to collaborate with Government to ensure that Executive Order No. 7 is implemented to achieve their intention. In his closing remark, the Chairman of the Nigerian Institution of highway and transportation Engineers, Engr. George Nsonwu, FNSE, FNIHTE, urged the fellowship recipients to use their well-deserved honor to spur them to contribute more to the growth of the engineering profession and the nation at large. This is not only the Institution's honour, but also a personal extraordinary privilege to extend the Institution's congratulations to all of them.

**PRESIDENTIAL INAUGURAL ADDRESS DELIVERED BY
ENGR. TASIU SA AD GIDARI-WUDIL, FNSE,
THE 33RD PRESIDENT OF THE NIGERIAN SOCIETY
OF ENGINEERS ON SATURDAY 22ND JANUARY,
2022 AT THE INTERNATIONAL CONFERENCE CENTRE,
ABUJA**

Protocols

Greetings: Distinguished Invited Guests, Ladies and Gentlemen,

My fellow Engineers, I stand here today humbled by the task before us, grateful for the trust you have bestowed on me, mindful of the sacrifices borne by my predecessors and other senior colleagues, and aware of the mission and vision of our Great Society, The Nigerian Society of Engineers. Permit me to appreciate my predecessor, Engr. Babagana Mohammed, FNSE, for his service and commitment to our Great Society.

I seize this opportunity to welcome you all to this momentous occasion of my investiture as the 33rd President of the Great and Honourable, the Nigerian Society of Engineers (NSE). It is a privilege and an honour to continue the legacies of our past presidents to fulfil NSE's mission and vision as an essential engineering and technology resource base. We need to note at this juncture that the key to NSE's success depends on its being recognized as a leading technology resource for the engineering profession both at home and abroad.

The words have been spoken during rising tides of prosperity and the still waters of peace. Yet every so often, the oath is taken amidst gathering clouds and raging storms. At these moments, the Nigerian Society of Engineers (NSE) has carried on not simply because of the skills or vision of those in high office, but because we the Engineers have remained faithful to the ideals of our forebears and true to the vision of our founding fathers.

We must live up to the calling we share as Engineers. Civility is not a tactic or a sentiment; it is the determined choice of trust over cynicism, of the community over chaos. And this commitment, if we keep it, is a way to share accomplishments. We will show purpose without arrogance. We will meet aggression and bad faith with resolve and strength. And to all Nigerians, we will speak for the values that gave birth to our Great Society (NSE). I will live and lead by these principles: **to advance my convictions with civility, to serve the public interest with courage, to speak for greater justice and compassion, to call for responsibility.** In all of these, I will bring the values of our history as Engineers to the care of our times.

OUR PROGRAMMES AND FOCUS

Our administration will continue to place emphasis on members **welfare and professional development.** We will initiate more MoUs with Government, Industry and Non-governmental organisations to create opportunities to achieve this and also stimulate interest in the implementation of Executive Order 5 and other relevant government policies. There will be a paradigm shift in addressing global technology evolution vis-à-vis contemporary technology challenges in our dear nation, and issues that concern Engineers and the Nigerian public. This should not be a surprise as engineering is all about turning invention and technology into something useful and that means interacting with the real world. If there is a common factor, it is in the constant pursuit of innovation, whether in technology, products, services, organizations, or processes.

Peter Drucker, a personal favourite who is always very pragmatic in his views, identified innovation as a powerful force that arose more from analysis and hard work than pure inspiration. He identified seven sources of innovation of which new technical knowledge was one – and the one which was the longest to develop, had the highest casualty rate, and was the most unpredictable. He and others also pointed out that technical innovations often represented the coming together of multiple technologies, involved a lot of teamwork, and might happen in multiple locations at the same time.

The points above, and those from other students of innovation, confirm the powerful but somewhat unpredictable role of major new engineering solutions. These are points that NSE will bear in mind when it is offering advice or comment on engineering policy matters.

The reality, of course, is that most Engineers spend their working lives 'doing' innovation that results in modest but useful improvements: But the effect of these improvements cumulatively is huge. That is why a Model T Ford in 1908 cost about the same in real terms as a modern car, even though, the latter is immeasurably faster, safer, more fuel-efficient, and more comfortable. Similarly, computers have shrunk from the size of a house (in 1945) to the size of a palm, air travel is much safer and cheaper, and golf clubs hit the ball so much further (in the right hands). So, innovation is good for everyone and very much the stock-in-trade of engineers in their everyday lives. But is it easy?

Our administration will focus on some key strategic policy directions aimed at restoring the NSE to its rightful place in the comity of engineering organizations globally. We hope to achieve this as follows:

INDUSTRY-ACADEMIA COLLABORATION

We have noticed a gap in the Industry-Academia relationship which prevents our young professionals from keying into infrastructure development efforts immediately upon graduation. We look forward to crisscrossing experience in the sectors, to the effect that slots be provided for experienced lecturers in the Academia to undertake sabbatical in the industries while selected industry professionals and Executive Managers in the industry will acquire teaching slots in specialized unit courses and/or entrepreneurship courses in engineering faculties of universities and polytechnics.

MENTORSHIP OF YOUNG ENGINEERS

The interest of Young Engineers will continue to be in the front banner. Structured Mentorship programmes and the creation of job opportunities for Young Engineers will continue to be pursued.

Innovations by Young Engineers to be encouraged and supported through MOUs with relevant stakeholders/MDGs.

SMART OFFICE

For ease of doing business and transparency, we will commence the automation of the NSE Secretariat and Operations, with the view to bringing forth the principles and applications of SMART OFFICE in Nigeria. ICT deployment and green energy options will be deployed at the NSE Secretariat.

ENGINEERING SOLUTIONS TO RURAL INFRASTRUCTURE DEFICIT

Our rural infrastructure deficit is huge but we believe that this can be solved by employing the latest techniques in the engineering solution charts and we hope to leverage this to create rural jobs and local solutions to our rural infrastructure deficit. We will pursue advocacy programmes on rural development through a partnership with Government and non-governmental organisations. To demonstrate our resolve to bring change to our rural areas, we have hit the ground running through our transition period with the execution of some projects including the donation of solar PV microgrids to Umar Shehu Ultra-Modern Specialist Hospital Maiduguri, Borno State and Primary Health Care Centre, Kardi, Kebbi State.

ADVOCACY ON TECHNICAL AND VOCATIONAL EDUCATION AND TRAINING (TVET)

We will pursue advocacy on Technical and Vocational Education and Training to develop models and enter into partnerships with industries and other stakeholders.

ENGINEERING ENTREPRENEURSHIP

There is an urgent need for our members to explore available entrepreneurial opportunities within and outside the profession in order to generate more personal income. If engineers devote a few more hours per week to business development, communicating their vision and values, evaluating their talents, getting competent new hires on board, and improving corporate quality, they would get higher dividends. Our administration will ensure that windows of these opportunities are created for our members.

NSE ASSETS

This administration will strive to properly maintain and upgrade all NSE Landed Properties at all times.

NSE INVESTMENT PLAN AND GROWTH

Fund reserves and proper investment plans will be put in place to ensure the continued future growth of the Society.

NSE MEMORANDUM OF UNDERSTANDINGS (MOU)

Existing relationships and Memoranda of Understanding (MoU) signed with International Engineering Organizations and MDAs will be sustained and all mutually beneficial aspects to the NSE will be pursued while exploring other new partnerships.

INTERNATIONAL ENGAGEMENT

The NSE has been very active in the activities of the World Federation of Engineering Organizations (WFEO), the Federation of African Engineering Organizations (FAEO), and the West African Federation of Engineering Organizations (WAFEO). The achievements recorded within the last few years in our participation with these international bodies are quite impressive and I intend to sustain the tempo and even improve on it. Of particular importance is our success in winning the position of Executive Vice President of the World Federation of Engineering Organizations (WFEO) by our Past President of NSE and Past President of FAEO, Engr. Mustafa B. Shehu, FNSE. He will also be standing election into the position of the President-Elect of WFEO come March, 2022. Our unflinching and dedicated support for his election will make him the first black African to become the President of the WFEO. This will be an achievement not only for NSE but for Nigeria and Africa at large. Nigeria as a country needs to give as well as solicit support for him to succeed in this important global position. I, therefore, call on President Muhammadu Buhari, the National Assembly, all the State Governors, Diplomats, and all sister engineering bodies in Africa to rally support for him.

OUR RESPONSIBILITY TO NSE

Ladies and gentlemen, on 16th February 1958, our forerunners laid the foundation of our Great and Honourable Society – The Nigerian Society of Engineers, with a vision to be one of the very best Engineering Professional bodies in the World. The mission of the Society is dedicated to providing quality service aimed at enhancing the professional competence and development of its members at all times. The Society's core objective is to promote the advancement of engineering education, research, and practice in all its ramifications, with a view to maintaining and enhancing the professional capabilities of its members. We promise to pursue these visions and the fundamental objectives of the Society as enshrined in our Memorandum and Articles of Association. We will never allow the labours of our founding fathers to be in vain.

Given the above, I call on all members of our great Society to focus on our fundamental objectives and pay no attention to issues that will

distract or divide us. Abraham Lincoln in his address to the US Congress on 1st December, 1862, reminded them of the huge task before them as congressmen. He said, "Fellow citizens, we cannot escape history. We, of this Congress and this administration, will be remembered in spite of ourselves. No personal significance, or insignificance, can spare one or another of us. The fiery trial through which we pass will light us down in honour or dishonour, to the latest generation."

My fellow Engineers, may I also remind us of the great responsibility before us as Engineers. Posterity will judge us for our commitment to our profession and nation's building, not by our tribes and tongues. Let us organize and not agonize. In everything, let us put engineering first. Let all Nigerian Engineers put up their thinking caps to save the Nigerian economy.

NOTE OF APPRECIATION

I want to specially thank the Almighty God who in His infinite mercies, made today possible. My gratitude to the entire membership of the Nigerian Society of Engineers for electing me as the 33rd President of the Society. My unreserved gratitude goes to my mother, Hajija Saudatu Moddibo Wudil, for all the stress she passed through for me to survive and become a responsible citizen. My profound appreciation also goes to the following:

- Our Distinguished Guest of Honour, His Excellency Muhammadu Buhari, GCFR, FNSE, President and Commander-in-Chief of the Armed Forces of the Federal Republic of Nigeria;
- Special Guest of Honour, His Excellency, Vice President Prof. Yemi Osinbajo, SAN, GCJON;
- Special Guest of Honour, His Excellency Dr. Goodluck Ebele Jonathan, GCFR, GCJON, Former Nigerian President;
- The Keynote Speaker, His Excellency Engr. Prof. Babagana Umara Zulum, FNSE, mni, the Governor of Borno State;
- Our Guests of Honour:
 - His Excellency DR. ABDULLAH I UMAR GANDUJE, OFR, Governor of Kano State;
 - His Excellency ENGR. DAVID UMAHI, FNSE, Governor of Ebonyi State;
 - His Excellency ENGR. ABDULLAHI A. SULE, FNSE, Governor of Nasarawa State;
 - His Excellency ENGR. SEYI MAKINDE, FNSE, Governor of Oyo State;
 - His Excellency SEN. ABUBAKARA. BAGUDU, Governor of Kebbi State;
 - His Excellency SEN. DOUYE DIRI, Governor of Bayelsa State;
 - His Excellency PRINCE DAPO ABIODUN, MFR, Governor of Ogun State
- Our Host: MUHAMMAD MUSA BELLO, Honourable Minister of the Federal Capital Territory

- The Royal Fathers: -
- His Highness ALHAJI AMINU ADO BAYERO, Emir of Kano
- His Eminence Abubakar Ibn Umar Garbaj El-Kanemi – the Shehu of Borno
- His Royal Highness, HON. JUSTICE SIDI BAGE MUHAMMAD JUSC RTD, Emir of Lafia

My appreciation goes to my family for their unalloyed support, especially my wives Hajija Umma Garba Wudil and Maryam Saidu Wudil. I want to also place on record my appreciation to all our partners who ensured the success of this Investiture Ceremony. I must also thank the Chairman, Engr. Olaolu Amos Ogunduyile, FNSE, and members of the Investiture Committee for their commitment and sacrifices toward the success of this ceremony.

Thank you all.

Long live Nigerian Society of Engineers!
Long live the Federal Republic of Nigeria!

**Engr. Tasiu Sa'ad Gidari-Wudil, FNSE
President and Chairman in Council, The Nigerian Society of
Engineers (NSE)**

**A COURTESY VISIT TO
THE NEWLY ELECTED
19TH PRESIDENT OF THE
ASSOCIATION FOR
CONSULTING
ENGINEERING IN
NIGERIA (ACEN), ENGR.
FATAI AJIBADE OKE,
FNSE BY CED MAGAZINE
REP**



ABRIDGED VERSION OF THE IMPLEMENTATION OF PRESIDENTIAL EXECUTIVE ORDER NO. 007, AS IT AFFECTS THE PROCUREMENT OF HIGHWAY PROJECTS IN NIGERIA.

A PAPER PRESENTED BY ENGR. FELIX ATUME FNSE, FAEng, mni ON THE OCCASION OF THE NIHTE 2021 CONFERENCE AND ANNUAL GENERAL MEETING (AGM) OF THE NIGERIAN INSTITUTION OF HIGHWAY & TRANSPORTATION ENGINEERS (NIHTE) DATE: (DECEMBER 10, 2021. VENUE: NEC, ABUJA. TIME: 10AM

Outline

- Preamble
- Highway Development in Nigeria
- Reforms in the Road Sector
- Executive Order No. 007
- Effects of Executive Order No. 007 on Procurement Of Highway Projects In Nigeria
- Challenges of Implementing Executive Order 07
- Conclusion

Preamble

It is a great pleasure for me to be invited to present my view on this topical issue which is quite relevant to the development of Highway Engineering in Nigeria.

Generally, Nigeria faces a critical infrastructure deficit projected at over \$3 trillion (N350 trillion).

Highway infrastructure particularly has had a severe pinch of what the nation faces:

- Infrastructurally, albeit efforts by the government over the years.
- The Federal Network of roads is faced with the serious problem of inadequate budgetary allocation for maintenance.
- While the finances for the road development are dwindling, the traffic growth on the rise with heavy loading on the existing roads.
- The Federal roads which carry most of the traffic have remained critical.
- Over the years, government has been the sole financier of highway projects in the country through the traditional mode of procurement.
- Given that the government has enormous responsibility aside from highway development, the traditional mode of procurement often faces the major challenge of inadequate funding.
- The Federal Government has been exploring different ways of attracting the private sector under Public-Private Partnership (PPP) in the development of highways.
- It has attempted concession in the Lagos-Ibadan expressway, but it encountered some hitches and was terminated.
- About the story is not encouraging so far. It is clear that the Federal government is desirous to involve the private sector in the procurement of highways.
- The ongoing efforts to involve the private sector in highway procurement is, therefore, the genesis of Executive Order 007.
- How does this affect highway development in Nigeria? The answer to this question is the focus of this paper.

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HOW DOES THIS AFFECT HIGHWAY DEVELOPMENT IN NIGERIA? THE ANSWER TO THIS QUESTION IS THE FOCUS OF THIS PAPER.

QUICK LOOK AT HIGHWAY DEVELOPMENT IN NIGERIA

- Overview of the Road sector in Nigeria
- The road mode has now turned to be the most important mode of travel in the country.
- The National Road Network grew from 70,000km at independence in 193, 200km in 2016.
- The average is about 200km/square meter, creating proper linkage to all nooks and crannies of the country.
- The Distribution of the country's network of roads shows

Concessionary Mode

- This is where the public sector borrows money from the private investor for highway construction and allows the private investor to charge 'user pays' or toll for using the road.
- Nigeria has attempted this mode with the Lagos-Ibadan expressway but it failed.
- Other highway projects earmarked for execution through concession are shown in the table below:

Reforms in road Sector

- There is no gamyning the fact that in Nigeria today, the dividends of democracy are measured by the provision of basic infrastructure, roads, Water, electric power etc.
- It is a matter of fact that the three tiers of government spend over 80% of their capital budgets on the provision of these basic infrastructure.
- Of all these, the road sector has been receiving the greatest attention.
- There is the growing need for high quality roads but the funding from the government source has been dwindling and has been inadequate.
- Road Transport is the most dominant mode of transportation
- Worldwide it accounts for about 80% of passenger & freight movement.
- In Nigeria road transport is even more dominant for obvious reasons.
- Road infrastructure in Nigeria is on the Concurrent Legislative List in the 1999 Constitution.

Roads Development in Nigeria – Substantial Growth of the National Road Network

- Road Network of about 70,000km at Independence
- Massive road development in the 70's, thanks to oil boom.
- Many state roads were taken over by FG in 1970 and designated as Trunk/F Roads
- Asset value is currently about 5 Trillion Naira
- Coverage is 200m/sq km, creating proper linkage to all nooks and crannies of the country.
- As at today, National Roads Network is about 193,200 km as shown in the Table below

Road Classification and use

- **Road Classification**
 - All Siers of government in the federation own their network of roads, thus we have:
 - Federal Roads-Mainly the Trunk Roads (Trunk A)
 - State Roads-Mainly the Secondary Roads (Trunk B)
 - Local Gov. Roads-Mainly the Feeder Roads (Trunk C)
 - These 3 tiers (Federal, State and Local Gov.) build, maintain and manage these roads;
 - These classes of Public Roads (Trunk A Roads, Trunk B Roads and Feeder Roads) make up the **National Roads Network**.
- **Road Use**
 - Federal Roads Network carry the largest share of traffic in the National Roads Network.

- State Roads rank next with Local Government roads trailing behind.
- The charts below show a comparison of network size versus the share of the national traffic density.
- The Table shows the condition of network of roads in Nigeria.
- This confirms the general belief that the condition of Nigerian roads is below standard and is incapable of servicing the economy efficiently.

The Present Reform

- The 8th House of Representatives Committee on Works in conjunction with a "multi-stakeholder" technical panel comprising representatives of 27 agencies/organizations proposed two bills namely, the Federal Roads Bill and the National Roads Fund Bill; to reform the management of the road sector.
- The Federal Roads Bill sought to address structural issues by creating:
 - "appropriate and structural framework" for the development, management, and ownership of federal roads for their better quality and maintenance.
 - Federal Roads Authority (FRA) from FERMA to restructure its mandate to include road construction, rehabilitation, network planning, and technical regulation of road assets design and specification.

Objectives of Road Fund

- The main objective of road fund is to provide an adequate and stable flow of funds for road maintenance and rehabilitation, and to enhance the transparency between revenues collected from Road users and the spending on the road network.
 - It should further provide a direct linkage between the road users and the Road Agencies that are spending the money to provide an agreed service.
 - **It should be strongly noted that the funds collected for Roads funds are not taxes but road users' money.**
- Sources of Road Funds**
- a. User charges from fuel levy
 - b. User charges from tolls on highways and bridges
 - c. User charges from axle load levies
 - d. Vehicle license and Driver license
 - e. Exercise and custom duties on vehicles
 - f. User charges from lubricants and break fluids etc.
 - g. International Transit fees because they are not paying taxes that funds roads.

What is the Rational for the Reform in the Road Sector

- It has been discovered that poor performance in the Road Sector is largely due to poor and outdated Institutional Framework for the management and Funding of Public Roads.
- At the moment the colonial PWD (Public Works Department) structure still persists.
- Non-involvement of Road users in the management and funding of roads (through Roads Fund and Road Board)
- Lack of sustainable funding
- Absence of sustainable road user charging system
- Non application of Global best practices in Road Management.
- Choice of projects is still politically motivated.

Essence of an Appropriate Institutional Framework

- It is only an appropriate framework that can meet the demand of modern best practices.
- An inappropriate framework still operates within the inhibiting bounds of the Civil Service with its well-known bureaucratic bottlenecks and red tapes.
- An inappropriate framework denies the road agency the minimum level of autonomy it needs to be responsive in dealing with road management issues.
- An inappropriate framework relegates the Road user to the background in road management activity while giving him the wrong impression that he needs not contribute to the financing of road delivery services.
- An inappropriate framework is characterized by delays, administrative bottlenecks, redundancies, inefficiency, lack of initiatives and commitment, poor working conditions and rent seeking by operatives.

EXECUTIVE ORDER 007, 2019

- The Executive Order No. 007 of 2019, among other things provides for the establishment of the "Road Infrastructure Construction and Refurbishment Investment Tax Credit Scheme" to enable the government to leverage on private sector funding for the construction or refurbishment of eligible road infrastructure projects in Nigeria.
- The overall objective of the Scheme is to fast-track road infrastructure development for balanced economic growth in Nigeria by granting approval to private sector entities to construct and refurbish eligible roads across the country in exchange for tax credits, which could then be applied against company income tax payable.
- The motivation for the Scheme is the desire to take advantage of private sector funding and discipline to enhance road infrastructure development in the country.
- The President had earlier pointed out while launching the scheme that it would provide another opportunity to demonstrate the commitment of the administration to conceive, design, develop and deliver Public Private Partnership (PPP) with notable investors in order to close the road infrastructure gap in the transportation sector due to revenue shortfalls that have hampered government's efforts to fully fund critical projects.
- He further noted that through these innovative funding mechanisms, government would be able to address the challenges of project funding, cost variation and completion

risks that have plagued the development of the nation's critical roads infrastructure assets.

- **Eligible Road Infrastructure Credit Certificate**
- Participants cannot benefit from the Scheme unless they have been issued with a RITC certificate.
- Where the Committee has approved the Participant's application for RITC, the FIRS shall then issue a RITC certificate to such Participant on an annual basis.

Application of Road Infrastructure Tax Credits (RITCs)

- The following rules shall regulate the manner in which tax credits secured under the Scheme may be applied by a Participant to the payment of company income tax until fully utilized.
- It bears mentioning from the outset that even where a company possesses a RITC certificate, no tax credit shall be applied for settlement of company income tax unless claimed by the Participant or Beneficiary in its tax returns for the year of assessment.
- Participants in the Scheme are entitled to recover the cost incurred by them in the construction or refurbishment of Eligible Roads as credit against their company income tax ("IT") payable.
- However, such companies are limited to utilizing the tax credits to offset a maximum of 50% (fifty percent) of the CIT payable for the relevant year of assessment.
- The limitation is dispensed with where the Participant has been involved in the construction or refurbishment of Eligible Roads in Economically Disadvantaged Areas.
- Participants are also entitled to a single uplift. The uplift to be granted is CBN Monetary Policy Rate plus 2% of the Project Cost. This uplift will not be subject to tax.
- Participants are not to dispose of or transfer its RITC to other companies in the same manner a security may be sold in a relevant securities exchange.
- It is understood that within the year of assessment can be carried over by the Participant or Beneficiary to a subsequent year.
- This is clear departure from earlier tax relief measures which tend to impose penalties for their enjoyment.

Requirements to Qualify as a Private Company can benefit from the Scheme

- Registration and certification by the Committee as a Participant or representative of a Participant of the scheme;
- designation as a Beneficiary under the Scheme;
- provision of evidence of certification of the Project Cost by the Committee;
- Tax credit must be claimed by the Participant in its tax return for that year of assessment;
- Evidence that the project is economically viable, cost efficient and can be completed in a timely manner within 12 to 48 months).

Tradability and Registration of Road Infrastructure Tax Credit (RITC)

- Owners of the RITC certificate can use it as a financial instrument on a relevant securities exchange and have same rights and responsibilities as follows:
- Participants are at liberty to undertake a disposal of the whole or part of their certificate to willing buyers on a relevant securities exchange in the same manner as they would shares, bonds and other securities.
- However, such sale must be reported to the Committee, which will then have to re-register the Participant and register the new Beneficiary.
- Where such Participant or Beneficiary indicates that it no longer wants the certificate for trade on the relevant securities exchange, it shall notify the Committee and provide evidence of its de-registration.
- The tax credit may qualify as an asset in a Participant's or Beneficiary's financial records and will have to comply with International Financial Reporting Standards (IFRS).
- However, although the essence of the Scheme is to offer tax credits to Participants, any gains arising from the disposal of the tax credit will be subject to tax.

EFFECTS OF EXECUTIVE ORDER NO. 007 ON THE PROCUREMENT OF HIGHWAY PROJECTS

- It is apparent that the advent of Executive Order 07 will increase the cash-flow for road development and help reduce the preponderance of borrowings by the government to implement such projects.
- In the long run, it is also expected that when the arrangements for such tax alignment succeed, it will ultimately beneficiaries because the construction of roads, bridges, railways, hospitals, dams and other social amenities would be faster.

Conclusion

- The Highway infrastructure gap Nigeria faces cannot be solved unless the private sector is properly involved.
- With the advent of Executive Order 07, it is expected that private sector participation will increase the cash-flow for highway construction.
- However, government will be able to address the challenges of project funding, cost variation and completion remain a challenge.
- A strong institutional framework for road development.
- This calls for the implementation of the Road Reform as the best option.



Cont'd. from P.5

events. "This is the second time in barely one and a half months that I would be taking part in NSE events, here in Abuja.

"The first time was in December 2021, where I was represented at my younger brother, Azibaola Robert's Investiture as honorary Fellow of the Nigerian Society of Engineers (FNSE). I know that the Society was inspired to honour Mr. Robert because of his considerable contributions to the development of engineering and the

technological development of Nigeria through the activities of Zeetin Engineering, which he founded," Jonathan noted.

The Governor of Borno State, Babagana Umara Zulum, FNSE, a professor of soil and water engineering, delivered the keynote address. Speaking on "Infrastructural Development in a Stressed Economy – the case of Borno State", the governor referenced several cases in his state and lamented that the poor quality of materials often used by engineers in construction was detrimental to the infrastructural development of the country.

Ex-President Jonathan, his kinsman, Engr. Azibaola Robert, among other dignitaries, attended the investiture of Engr. Tasiu Sa'ad Gidari-Wudil, FNSE



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