



UTILIZATION OF THE RECOVERED ASSETS UNDER THE PRESIDENTIAL INFRASTRUCTURE DEVELOPMENT FUND (“PIDF”)

FINAL REPORT

MAY 2025

CONFIDENTIAL



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1. Overview of the PIDF

On the 12th of March 2018, His Excellency, former President Muhammadu Buhari (GCFR) ("**President Buhari**") through correspondence received from the Office of the Chief of Staff to the President ("**OCoS**") with reference number SH/COS/175/A/240, approved the establishment of the PIDF, with the primary objective of accelerating the execution of strategic infrastructure projects, essential to the rapid growth and modernization of Nigeria's economy.

NSIA was mandated to act as the Infrastructure/Investment Manager for the PIDF, to ensure the efficient allocation and utilization of funds, as well as the timely completion of the PIDF projects.

The projects under PIDF (the "**PIDF Projects**") included: (i) the Lagos-Ibadan Expressway ("**LIE**"), (ii) the Second Niger Bridge ("**2NB**") and (iii) the Abuja-Kaduna-Zaria-Kano Road ("**AKR**"), hereinafter referred to as the "**Ongoing Projects**".

Table 1 – Ongoing Projects Overview

Project	Project Description	EPC Contractor
AKR	<p>The AKR is a 375.9km dual carriageway and is a critical part of the A2, which is the main artery within Nigeria's transportation grid, enabling the movement of people and products from the North to the South and vice versa.</p> <p>The project is divided into 3 sections:</p> <p>Section1: Abuja to Kaduna with a length of 165.5km;</p> <p>Section 2: Kaduna to Zaria with a total length of 73.4km; and</p> <p>Section 3: Zaria to Kano with a total length of 137km.</p>	Julius Berger Nigeria Plc (" JBN ")
LIE	<p>The LIE is a 127.6km highway linking the city of Lagos with Ibadan and proceeding to connect to the northern region of the country. The expressway is the oldest in Nigeria, commissioned in 1978, and constitutes one of the largest road networks in Africa.</p> <p>The project is being developed in two sections;</p>	<p>Section 1 – JBN</p> <p>Section 2 – Reynolds Construction Company Nigeria Plc ("RCC")</p>



	<p>Section 1: Lagos to Shagamu with a total length of 43.6km, and;</p> <p>Section 2: Shagamu to Ibadan with a total length of 84km.</p>	
2NB	<p>The 2NB project provides an alternative crossing between Asaba (Delta State) and Onitsha (Anambra State) within reasonable distance between the existing Niger Bridge.</p> <p>The project involves the construction of an 11.9km, 2x3 lane greenfield road, two secondary bridges measuring 21.7m each at Amakom Village Road and Atani Road, and a new cloverleaf interchange at Onitsha – Owerri Road.</p>	JBN



2. Overview of the Recovered Assets

In December 2018, the Government of the Federal Republic of Nigeria, the Bailiwick of Jersey and the Government of the United States of America (the "**Parties**") signed a Declaration of Intent concerning the Recovered Funds, which provides inter alia:

- (a) how the Recovered Funds will be repatriated to the FGN for the benefit of its people;
- (b) how the Recovered Funds will be transferred and administered to ensure transparency, accountability, and proper monitoring and oversight; and
- (c) how the accounts for the Recovered Funds will be audited and published.

On the 3rd of February 2020, Parties signed a Trilateral Agreement regarding the sharing, transfer, repatriation, disposition and management ("**the Agreement**") and providing for the repatriation of funds recovered through seizures to Nigeria (the "**Recovered Funds**"), with NSIA to act as Nigeria's Implementing Party under the Agreement.

The Agreement identified the Ongoing Projects as the projects to which the Recovered Funds would be allocated equally and exclusively.

Pursuant to the Agreement, the United States of America and Bailiwick of Jersey transferred the Recovered Funds to the CBN on April 28th, 2020, and the funds were to be drawn down only upon the satisfaction of the following CPs:

- (a) Establishment of a project monitoring team within NSIA;
- (b) Appointment of a designated Independent Auditor by NSIA;
- (c) Establishment of a Monitoring Team by the FGN;
- (d) Engagement of Independent Technical Adviser ("**TA**") and reputable Risk Management Organization; and
- (e) Engagement of a Civil Society Organisation by the FGN.

The NSIA met all its obligations in satisfying the CPs to draw down the Recovered Funds, by setting up an internal Project Monitoring Team, procuring Deloitte & Touche as the Designated Independent Auditors to provide an extra layer of assurance on reporting of the utilization of the



Recovered Funds, engagement of the TA's to provide Independent reviews of works carried out on the Ongoing Projects and engagement of Control Risks to undertake anti- corruption due diligence on contractors and sub-contractors in compliance with the provisions of the Trilateral Agreement. .

The FGN set up a Monitoring Team and appointed CLEEN Foundation ("**CLEEN**") as the Civil Society Organization to monitor the utilization of the Recovered Funds.

Following the satisfaction of all CPs and alignment of all work streams between the FGN, the United States Department of Justice ("**USDoJ**"), the NSIA, JBN and RCC ("**EPC Contractors**"), CLEEN Foundation, and Deloitte & Touche, the NSIA was able to drawdown the Recovered Funds and commenced settlement for construction works carried out on the Ongoing Projects from the 1st of June 2021.

By virtue of the terms of the agreement the NSIA submitted quarterly reports detailing the utilization of the Recovered Funds to the Federal Ministry of Justice ("**FMoJ**"), the Hon. Attorney-General of the Bailiwick of Jersey and the United States of America's Department of Justice ("**USDoJ**"). The TA conducted a verification process to confirm that all payments aligned with agreed programme of works.

A Project Monitoring Team, comprising the FMoJ, NSIA, NSIA's TAs, CLEEN and the EPC Contractors, met quarterly to review the progress of Ongoing Projects and address key issues related to the utilization of the Recovered Funds.

2.1 Recovered Assets Received

In line with the Agreement, NSIA has thus far received a total of US\$345.4 million in Recovered Funds for application to the PIDF program, consisting of:

- (a) US\$311.8 million recovered from the Abacha family;
- (b) US\$10.4 million recovered from the UK and Ireland;
- (c) US\$20.6 million Mecosta funds; and
- (d) US\$2.6 million Useni/Miner funds – exclusively for the AKR.

Additionally, following extensive discussions with the relevant Competent Authorities, NSIA had submitted a Scope of Works in respect of an additional \$8.9 million from recovered Military Equipment Procurement funds ("**Military Procurement Funds**") for the PIDF. However, these funds will no longer form



part of the PIDF as managed by NSIA, owing to a change in the overarching programme and advice received from the FMOJ in that regard. The funds are therefore not featured in this Report.

Table 2 – Breakdown of Recovered Assets Received under PIDF

S/N	Description	Amount (₦)	Amount (\$ or £)	Date Received
1	Abacha (1 st Tranche)	5,400,000,000.00	\$15,000,000.00 ¹	13 th June 2021
2	Abacha (2 nd Tranche)	37,458,589,680.00	\$104,051,638.00 ²	12 th August 2021
3	Abacha (3 rd Tranche)	69,300,000,000.00	\$192,500,000.00 ³	24 th August 2021
4	Abacha (4 th Tranche)	108,720,000.00	\$302,000.00 ⁴	2 nd November 2021
5	UK & Irish	4,514,040,204.48	\$10,449,167.14 ⁵	7 th September 2022
6	Mecosta	9,173,422,979.00	\$20,637,622.00 ⁶	1 st December 2022
7	Useni/Miner	3,941,678,476.66	£2,062,323.00 ⁷	1 st October 2024
8	Foreign Exchange Gain	18,932,770,317.21 ⁸	-	
9	Investment Income	6,635,422,248.83 ⁹	-	
	Total	155,464,643,906.18		

2.2 Disbursement Process

The NSIA developed and implemented a robust payment process to accelerate the execution of PIDF projects by streamlining payment procedures.

This approach ensured adherence to critical payment timelines outlined in contractual agreements, and guaranteed that the Ongoing Projects progressed in a timely manner and without delays.

¹ This represents the first tranche of repatriated funds received from the US Government, which the FGN has channeled to the three PIDF projects. Converted at the time at an FX rate of N360/\$1.

² This represents the second tranche of repatriated funds received from the US Government, which the FGN has channeled to the three PIDF projects. Converted at the time at an FX rate of N360/\$1.

³ This represents the third tranche of repatriated funds received from the US Government, which the FGN has channeled to the three PIDF projects. Converted at the time at an FX rate of N360/\$1.

⁴ This represents the final tranche of repatriated funds received from the US Government, which the FGN has channeled to the three PIDF projects. Converted at the time at an FX rate of N360/\$1.

⁵ This represents other repatriated funds received from the UK & Irish Government, which the FGN has channeled to the three PIDF projects. Converted at the time at an FX rate of N432/\$.

⁶ This represents other repatriated funds received from the US Government, which the FGN has channeled to the three PIDF projects. Converted at the time at an FX rate of N444.5/\$1.

⁷ This represents other repatriated funds received from the US Government, which the FGN has channeled to the three PIDF projects. Converted at the time at an FX rate of N1,911/£1.

⁸ This represents the total foreign exchange gains realized on the repatriated funds.

⁹ This represents the total investment income earned from treasury management of the repatriated funds.



Furthermore, the establishment of standardized guidelines facilitated compliance with regulatory requirements, reducing potential delays and optimizing operational efficiency in the payment process.

Dar Al-Handasah Consultants Limited, in consortium with TSL Engineering Limited ("**Dar and TSL**"), were appointed as the **TA** on the 2NB and LIE projects, while Ondur Engineering Limited and Hancock Ogundiya & Partners Limited, were appointed as the TA on AKR.

The engagement of the TAs was a Condition Precedent ("**CP**") to the disbursement of the Recovered Funds (full details of the Recovered Funds is contained in 2.6).

The TAs conduct independent reviews of all Interim Statements submitted by the EPC Contractors and Interim Certificates verified by FMW, to ensure accurate payment for the works carried out.

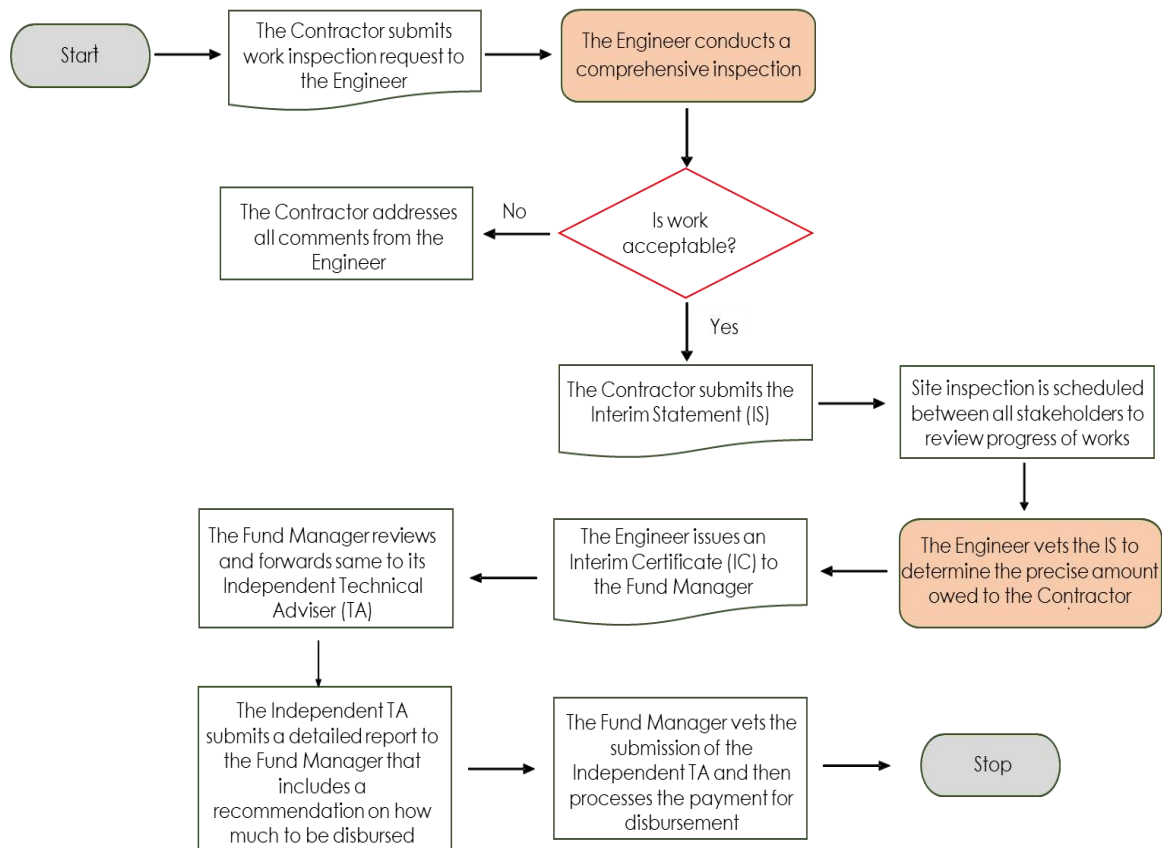
By implementing well-defined checks and balances, the NSIA ensured that PIDF funds were allocated judiciously and in accordance with specific project milestones. This approach enhanced stakeholder trust and confidence while reinforcing the credibility of the PIDF's operations and objectives.

By applying NSIA investment best practices, treasury management activities were undertaken to avoid the existence of idle funds and ensure the availability of additional funds for the Ongoing Projects. A total of ~~₦~~6,635,422,248.83 was realised as investment income from the treasury management activities and ploughed back into the projects to extend the scope of the funds utilization.

A comprehensive payment guideline for the Ongoing Projects, is illustrated in the flow-chart below:



Figure 1 – PIDF Disbursement Process



2.3 Disbursements

To ensure that there was no co-mingling of funds and enhance transparency and accountability, the PIDF operated two distinct accounts:

- The **Recovered Assets account**, designated for Recovered Funds only; and
- The **PIDF main account ("PIDF Main")**, designated for other PIDF funding sources.

This segregation of funds enabled a clearer audit trail and oversight mechanism, reinforced by regular monitoring and audits. As of May 2025, the NSIA had disbursed a total of ₦150.7 billion to the EPC Contractors, ₦3.2 billion on other expenses including payments to the TA's, External Auditors, CLEEN Foundation and other administrative expenses. Below is a breakdown of the disbursements from the Recovered Assets account:



Table 3 – Disbursements to JBN and RCC from the Recovered Funds

Project	Recovered Funds Allocated (₦'Billion)	Recovered Funds Disbursed (₦'Billion)	% Utilization
AKR	49,880,628,957.90	53,143,520,442.28	107% ¹⁰
2NB	49,880,628,957.90	46,242,403,939.15	93%
LIE	49,880,628,957.90	51,307,617,699.23	103% ¹¹
Total	149,641,886,873.7	150,693,542,080.65	

Table 4 – Disbursements to Consultants from the Recovered Assets

Consultant	Description	Amount (₦)
CLEEN Foundation	Monitoring of Utilization of Recovered Funds	828,523,775.26
Control Risks	Payment for Level 2 Due Diligence for Sub-contractors	2,630,833.34
Deloitte and Touché	Audit Review for the Utilization of Recovered Funds	110,572,240.00
Technical Advisers (DAR Al-Handasah & TSL + Ondur Engineering & Hancock Ogundiya)	Technical Advisory Services for AKR, LIE & 2NB	1,378,393,758.50
Total Payments to Consultants		2,320,120,607.10

Table 5 – Other Administrative Expenses

Expense	Description	Amount (₦)
Finance Charge	Bank fees for managing transactions or credit.	781,404.59
Custody Fee	Charges for safekeeping of investment assets.	4,527,083.33
Investment Expense	Costs related to execution of investment activities	862,505,375.00
Meeting Expenses	Costs incurred for official meetings, including venue, logistics etc.	1,251,180.00

¹⁰ There was an overspend of ₦3.3 billion on the amount allocated to AKR to fully pay the last Interim Certificate from the Recovered Funds

¹¹ There was an overspend of ₦1.4 billion on the amount allocated to LIE to fully pay the last Interim Certificate from the Recovered Funds.



Total Administrative Expenses	869,065,042.92
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2.4 Balance of Funds

As at the date of this Final Report, a balance of **₦2,414,296,264.08 (Two Billion, Four Hundred and Fourteen Million, Two Hundred and Ninety-Six Thousand, Two Hundred and Sixty-Four Naira, Eight Kobo)** remains in the Recovered Assets account.

It is important to note that this amount does not represent a final or close-out balance, as there are existing obligations, including taxes and other liabilities, that are yet to be settled.

The NSIA will formally engage the FMOJ to determine the appropriate application of these residual funds in accordance with relevant legal frameworks and governing agreements.



3. Status of the Ongoing Projects

The Ongoing Projects were developed in phases:

- **Phase 1:** Focused on the construction of the main carriageway for LIE and AKR, as well as completing the bridge for 2NB.
- **Phase 2:** Included additional infrastructure such as service stations, trailer parks, pedestrian bridges, toll plazas, and auxiliary facilities for LIE and AKR, as well as access roads (Phases 2A and 2B) for 2NB.

Below is an overview of the Ongoing Projects, specifically limited to Phase 1:

3.2 LIE

Table 5 – Overview of LIE

Section	EPC Contractor	Project Cost (₦' Billion)	Recovered Funds Disbursed (₦' Billion)	Other Funds Disbursed (₦' Billion)	% Completion
Section 1 (Lagos–Shagamu)	JBN	134.9	24.3	44.8	100%
Section 2 (Shagamu–Ibadan)	RCC	196.9	27.0	93.7	97.5%
Total		331.8	51.3	138.5	98.8%

Section 1, comprising the construction of the 43.6km main carriageway from Lagos to Shagamu was completed in December 2023.

Section 2, comprising the construction of the 84km main carriageway from Shagamu to Ibadan is 97.5% complete as at the time of this report.

Appendices 1 to 4, enclosed with this report, provide further insights into Sections 1 and 2 of LIE, including the comprehensive record of disbursements on the project, progress photos, due diligence reports, and highlights of works executed.



3.3 AKR

Table 6 – Overview of AKR

Project	EPC Contractor	Project Cost (₦'Billion)	Recovered Funds Disbursed (₦'Billion)	Other Funds Disbursed (₦'Billion)	% Completion
AKR	JBN	797.2	53.1	443.5	58%

Former President Muhammadu Buhari, GCFR, commissioned 200 km of the 375.9 km AKR, before the end of his tenure in May 2023.

Appendices 1 to 4, enclosed with this report, provide further insights into AKR, including the comprehensive record of disbursements on the project, progress photos, due diligence reports, and highlights of works executed.

3.4 2NB

Table 7 – Overview of 2NB

Project	EPC Contractor	Project Cost (₦'Billion)	Recovered Funds Disbursed (₦'Billion)	Other Funds Disbursed (₦'Billion)	% Completion
2NB	JBN	234.0	46.2	187.8	100%

The 2NB was completed and commissioned in May 2023 by former President Muhammadu Buhari, GCFR, before leaving office. The second phase, involving the construction of connecting Access Roads (Phase 2A and 2B) on either side of the bridge, will be undertaken by the Federal Government of Nigeria and does not form part of the Ongoing Projects for the purpose of the Recovered Assets or this Report.

Appendices 1 to 4, enclosed with this report, provide further insights into 2NB, including the comprehensive record of disbursements on the project, progress photos, due diligence reports, and highlights of works executed.



4. Transition of PIDF to Renewed Hope Infrastructure Development Fund (RHIDF)

On the 25th of March 2024, a press release by the State House announced the approval of the RHIDF by His Excellency, President Bola Tinubu, GCFR's ("**Mr President**"). The stated purpose of the RHIDF was to facilitate effective infrastructure development across the pivotal areas of agriculture, transportation, ports, aviation, energy, healthcare, and education in Nigeria.

Additionally, the press release conveyed Mr. President's approval of the absorption of the PIDF into the RHIDF, with a view to streamlining efforts towards comprehensive infrastructure advancement.

Consequently, NSIA submitted a comprehensive Handover Report to the President on April 15, 2024. The Handover Report provided insight into PIDF's background, governance structure, ongoing projects, funding details, disbursements, and completion status, and was aimed at facilitating a seamless transition to RHIDF.

The Recovered Assets however did not form part of this Handover Report since it was administered under a different mandate. It was therefore agreed that its management would proceed as outlined under the Trilateral Agreement until it was fully utilized



5. Key Learnings from the Recovered Assets Program

The Recovered Assets Program serves as a benchmark for leveraging repatriated funds to drive national development under a framework of strict oversight and transparency. Key learnings include:

5.1 Collaborative Governance Framework:

- The program's foundation on agreements between the Federal Government of Nigeria, the Bailiwick of Jersey, and the United States underscores the importance of international cooperation in addressing financial crimes.
- Clear assignment of roles, responsibilities, ensured smooth coordination among stakeholders, including the Competent Authorities, NSIA, technical advisers, civil society organizations, and the independent auditors.

5.2 Transparency and Accountability:

- The establishment of a dedicated Recovered Assets account and quarterly reporting by NSIA enhanced auditability and stakeholder trust.
- Rigorous oversight mechanisms, such as the appointment of Deloitte & Touche as independent auditors and the engagement of CLEEN Foundation as a civil society monitor, ensured proper fund utilization.

5.3 Targeted Utilization of Funds:

- Allocating funds exclusively to nationally significant infrastructure projects (AKR, LIE, and 2NB) maximized impact.
- Independent verification by technical advisers ensured that disbursements were tied to verified project milestones.

5.4 Efficiency in Fund Management:

- The NSIA's effective handling of the repatriated funds, including treasury activities, generated additional investment income. This prudent financial management allowed for disbursements significantly exceeding the amount of repatriated funds.
- Streamlined payment processes enabled timely disbursements, reducing delays in project execution.



- The engagement of reputable consultants and technical advisers added an extra layer of assurance in project delivery.

5.5 Enhanced Independent Service Providers' Trust and Credibility:

- With NSIA's participation as implementing Authority, all service providers were reasonably assured of the prompt receipt of their payments upon presentation and review of their invoices in line with the process established in that regard, which is reflected in the NSIA payment processed developed for the Recovered Assets.

5.6 Enhanced Public Trust and Credibility:

- The program's success in recovering and judiciously utilizing over \$345.4 million in recovered assets has reinforced confidence in Nigeria's ability to transparently apply repatriated stolen assets, thereby signaling its willingness to combat corruption.
- The proactive involvement of civil society organizations provided transparency and increased public oversight of the funds.



6. Conclusion of NSIA's Assignment

The NSIA expresses its gratitude to the Federal Government of Nigeria for the opportunity to support the repatriation of recovered assets applied to the PIDF. From the negotiation and signing of the Trilateral Agreement to facilitating subsequent agreements for funds utilized in the PIDF, the NSIA played a pivotal role in ensuring the successful completion of this high-impact initiative.

The NSIA met all Conditions Precedent, applied its best practices, including transparent record-keeping and treasury management services and actively participated in meetings convened by Competent Authorities. Additionally, the NSIA hosted relevant Monitoring Team meetings, ensuring the program's integrity and alignment with its objectives.

As at the date of this Final Report, a balance of ₦2,414,296,264.08 remains in the Recovered Assets account. This balance is subject to existing obligations, including taxes, and therefore does not represent a final close-out position. The NSIA will engage the FMOJ to determine the appropriate treatment of the remaining funds in line with applicable legal frameworks.

With the full application of the recovered assets to the agreed projects, the NSIA's assignment has been successfully concluded. This Final Report is submitted in satisfaction of Article 7, Paragraph 1 of the Trilateral Agreement.

To provide further transparency and information and in compliance with its obligations under Article 10 section 2 of the Trilateral Agreement, the NSIA has created a dedicated link on its website (<https://nsia.com.ng/presidential-infrastructure-development-fund/>) detailing its activities related to the recovered assets utilization.

It has been a privilege and an honor to serve Nigeria in this impactful project, consistent with the mandate and aspirations of the NSIA. We trust this submission satisfies the reporting requirements and are available to provide any further clarifications or updates as may be required.



7. Appendices

- a) Appendix 1: Comprehensive Record of Disbursements under PIDF
- b) Appendix 2: Control Risks Consolidated Due Diligence Report.
- c) Appendix 3: Progress Photos
- d) Appendix 4: Works Undertaken Under the Recovered Assets Program
- e) Appendix 5: Final Audit Report from Deloitte.



PRESIDENTIAL INFRASTRUCTURE DEVELOPMENT FUND

**FINANCIAL PERFORMANCE REPORT
FOR THE PERIOD 2021 TO 2025**

PRESIDENTIAL INFRASTRUCTURE DEVELOPMENT FUND
RECOVERED ASSETS
FINANCIAL PERFORMANCE REPORT FOR THE PERIOD 2021 TO 2025

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PRESIDENTIAL INFRASTRUCTURE DEVELOPMENT FUND
 RECOVERED ASSETS
 FINANCIAL PERFORMANCE REPORT FOR THE PERIOD 2021 TO 2025
 CORPORATE INFORMATION

Members of the board of Directors	Segun Ogunsanya Aminu Umar-Sadiq Kolawole Owodunni Ijeoma Taylaur Abdullahi Mahmud Gaya Ada Osakwe Ahmed Goniri Suleyman Ndanusa Fabian Ajogwu	Chairman MD/CEO Executive Executive Non-executive Non-executive Non-executive Non-executive Non-executive
Registered office	Nigeria Sovereign Investment Authority (NSIA) The Clan Place, 4th Floor, Plot 1386A Tigris Crescent Maitama, Abuja.	
Auditors	Deloitte & Touche Civic Towers, Ozumba Mbadiwe Avenue Victoria Island, Lagos	
Mandate	On 3rd of February 2020, a Trilateral agreement was signed between the Federal Government of Nigeria, the Bailiwick of Jersey and the Government of the United States of America (the "Trilateral Agreement" or "Agreement") to transfer the sum of USD311,797,876.00 to Central Bank of Nigeria for onward transfer to Nigeria Sovereign Investment Authority. Nigeria Sovereign Investment Authority (NSIA) was appointed as the manager of the PIDF on behalf of the Federal Government of Nigeria.	
Fund Custodians	JP Morgan Chase New York USA Central Bank of Nigeria Plot 33, Abubakar Tafawa Balewa Way Central Business District, Cadastral Zone Abuja, Nigeria Citibank NA New York 388 Greenwich Street NY USA	

PRESIDENTIAL INFRASTRUCTURE DEVELOPMENT FUND
RECOVERED ASSETS
FINANCIAL PERFORMANCE REPORT FOR THE PERIOD 2021 TO 2025
DIRECTOR'S REPORT

Financial Statements

The Fund Manager presents the report on the affairs of the fund provided referred to as "Recovered Assets Fund" for the period 2021 to 2025 to support the execution of certain projects within the Presidential Infrastructure Development Fund ('PIDF').

Principal Activities

The Fund was established as a presidential initiative to provide infrastructure development in Nigeria through developing projects nominated by the Presidency. The major focus of the fund is to accelerate the development of key infrastructure projects, specifically targeted towards: (i) Lagos-Ibadan Expressway, (ii) Second Niger Bridge, (iii) Abuja-Kano Expressway, (iv) Mambila Hydro-power, and (v) East West Road. The Fund commenced operations in 2020.

Objective of the Fund

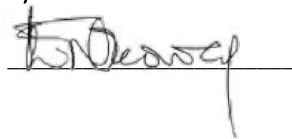
The PIDF is a fund instituted by the Office of the Presidency, under the laws of the Federal Republic of Nigeria with broad mandates to:

- Create an infrastructure investment vehicle to attract and aggregate capital and act as a catalyst for economic development; and
- Implement five pre-selected projects in power and road, using international best practices

Governance and Management

The president appointed Nigeria Sovereign Investment Authority ('NSIA') as the Fund manager of the PIDF on behalf of the Federal Government of Nigeria.

By order of the Board

A handwritten signature in black ink, appearing to read 'R. Odeyemi', is written over a horizontal line.

Statement of Directors' Responsibilities for the preparation and approval of the Financial Statements

In relation to the financial statements for the period 2021 to 2025:

The Accountant General requires the preparation of financial statements for the year that give a true and fair view of the state of financial affairs of the fund at the end of the year and of its surplus or deficit. The responsibilities include:

- ensuring that the fund keeps proper accounting records that disclose, with reasonable accuracy, the financial position of the fund and comply with the requirements of the governing body;
- designing, implementing and maintaining internal controls relevant to the preparation and fair presentation of financial statements that are free from material misstatements, whether due to fraud or error; and
- preparing the fund's financial statements using suitable accounting policies supported by reasonable and prudent judgements and estimates that are consistently applied.

The directors accept responsibilities for the annual financial statements, which have been prepared using appropriate accounting policies supported by reasonable and prudent judgements and estimates, in conformity with International financial reporting standards (IFRS) and the requirements of the governing body;

The directors are of the opinion that the financial statements give a true and fair view of the state of the financial affairs of the fund and of its surplus or deficit. The directors further accept responsibility for the maintenance of accounting records that may be relied upon in the preparation of financial statements, as well as adequate systems of internal control.

Nothing has come to the attention of the directors to indicate that the Fund will not remain a going concern for at least twelve months from the date of this statement.

Signed on behalf of the Directors of the Fund manager by:



Aminu Umar-Sadiq
Managing Director of the Fund manager



Victor Sesere
Ag. Chief Financial Officer

PRESIDENTIAL INFRASTRUCTURE DEVELOPMENT FUND
RECOVERED ASSETS
STATEMENT OF FINANCIAL POSITION FOR THE PERIOD 2021 TO 2025

Statement of Financial Position	31-Mar-25	31-Dec-24	31-Dec-23	31-Dec-22	31-Dec-21
	NGN'000	NGN'000	NGN'000	NGN'000	NGN'000
Statement of Financial Position					
Assets					
Non-current assets	150 693 442	147 939 744	141 261 754	116 851 266	111 279 135
Current assets	2 417 494	4 821 730	8 410 254	31 931 511	24 871 406
Total assets	153 110 936	152 761 474	149 672 008	148 782 777	136 150 541
Liabilities					
Current liabilities	287 215	4 541	542 532	486 280	4 490 130
Non-current liabilities	-	-	-	-	-
Total liabilities	287 215	4 541	542 532	486 280	4 490 130
Equity					
Capital contribution	130 441 664	130 441 664	126 022 147	126 022 147	112 247 235
Other reserve	-	-	-	-	1 071 237
Accumulated Surplus	22 382 057	22 315 269	23 107 328	22 274 350	18 341 939
Total equity	152 823 722	152 756 933	149 129 475	148 296 497	131 660 411
Total equity and liabilities	153 110 936	152 761 474	149 672 008	148 782 777	136 150 541

The full financial statement for each of the period is attached as appendix

PRESIDENTIAL INFRASTRUCTURE DEVELOPMENT FUND
RECOVERED ASSETS
STATEMENT OF FINANCIAL PERFORMANCE FOR THE PERIOD 2021 TO 2025

	For 3-months period ended 31-Mar 2025 NGN'000	Q1 - Q4 31-Dec 2024 NGN'000	Q1 - Q4 31-Dec 2023 NGN'000	Q1 - Q4 31-Dec 2022 NGN'000	Q3 - Q4 31-Dec 2021 NGN'000
Income					
Foreign exchange (loss)/ gain	(27 941)	(492 584)	266 992	5 605 361	19 263 427
Finance income	-	-	4 040 353	10 280 027	3 595 917
Other operating income	-	-	723 822	-	-
Total fund income	(27 941)	(492 584)	5 031 167	15 885 388	22 859 344
Expenses					
Administrative expenses	18 018	785 017	2 034 200	2 269 086	619 345
Finance cost	-	-	-	213	116
Investment expenses	-	-	-	2 062 500	-
Total fund expenses	18 018	785 017	2 034 200	4 331 799	619 461
Impairment writeback/(loss) on financial assets	112 747	(112 747)	25 172	16 576	6 481
Fund surplus/(deficit)	66 789	(1 390 348)	3 022 139	11 570 165	22 246 364
Other comprehensive income for the year:					
Items that may be reclassified subsequently to profit or loss:					
Fair value gain on investments in derivative instruments				47 572	2 998 467
Reversal of fair value gain recognized on SWAP instrument				(2 551 211)	
Total comprehensive surplus/(deficit) for the year	66 789	(1 390 348)	3 022 139	9 066 526	25 244 831

The full financial statement for each of the period is attached as appendix

PRESIDENTIAL INFRASTRUCTURE DEVELOPMENT FUND
RECOVERED ASSETS
STATEMENT OF CASHFLOW FOR THE PERIOD 2021 TO 2025

	For the 3-months ended 31-Mar 2025 NGN'000	31-Dec 2024 NGN'000	31-Dec 2023 NGN'000	31-Dec 2022 NGN'000	31-Dec 2021 NGN'000
Cashflow from operating activities					
Fund surplus/(deficit)	66 789	(792 060)	832 979	2 861 174	12 406 102
Adjustment for:					
Fair value gain on investments in derivative instruments				408 737	1 071 237
Impairment loss expense on financial assests			(9 348)	2 867	6 481
Unrealised exchange gain				(1 602 900)	-
Changes in working capital					
Increase/(decrease) in payables	282 674	(537 992)	56 253	(1 443 237)	1 929 517
(Decrease)/Increase in deferred income				(2 560 613)	2 560 613
Decrease/(increase) in receivables	3 856 874	(3 856 874)			
Net cash provided/(used in) by operating activities	4 206 337	(5 186 926)	879 884	(2 333 972)	17 973 950
Cashflow from investing activities					
Purchase of derivative financial instrument					(79 996 237)
Maturity of investment in fixed deposit			25 405 171	24 946 162	
Investement in fixed deposit				(25 405 171)	(24 946 162)
Cash received from the settlements of the derivative financial instrument				81 190 400	
Investment in infrastructure assets	(2 753 698)	(6 677 990)	(24 410 488)	(91 979 860)	(24 871 406)
Net cash (used in)/provided by investing activities	(2 753 698)	(6 677 990)	994 683	(11 248 469)	(129 813 805)
Cashflow from financing activities					
Additional contributions from Government		4 419 517		13 774 912	-
Net cash from financing activities	-	4 419 517	-	13 774 912	-
Net increase/(decrease) in cash and cash equivalents	1 452 638	(7 445 399)	1 874 567	192 471	(111 839 855)
Cash and cash equivalents at 1 January	964 856	8 410 255	6 535 688	6 343 217	118 183 072
Cash and cash equivalents at 31 March/December	2 417 494	964 856	8 410 255	6 535 688	6 343 217

The full financial statement for each of the period is attached as appendix

PRESIDENTIAL INFRASTRUCTURE DEVELOPMENT FUND
RECOVERED ASSETS
FINANCIAL STATEMENTS FOR THE PERIODS 2021 to 2025
NOTES TO THE FINANCIAL STATEMENTS

1 General information

On 25 February 2018, His Excellency President Muhammadu Buhari (GCFR) approved the establishment of the Presidential Infrastructure Development Fund ('PIDF') to accelerate the execution of certain critical, strategic infrastructure projects essential to the rapid growth and modernization of Nigeria's economy. The PIDF - to be managed by the Nigeria Sovereign Investment Authority (NSIA), working alongside the Presidency, Federal Ministry of Power, Works and Housing ("FMoPWH"), and the Federal Ministry of Finance ("FMoF").

1.1 Description of business

The Presidential Infrastructure Development Fund ("PIDF" or "the Fund") is intended as additional capital contribution to NSIA by FGN on the understanding that it will be deployed to the development of the following projects;

- a) Second Niger Bridge,
- b) Abuja-Kano Expressway,
- c) Lagos-Ibadan Expressway,
- d) Mambila Hydro Power Plant and
- e) East-West Road Sections.

The address of the registered office is 4th Floor, Clan Place, Plot 1386 Tigris Crescent Maitama, Abuja.

1.2 Functional and presentation currency

The financial statements are drawn up in Nigerian Naira (NGN) which is the functional currency of PIDF and the figures are rounded to the nearest thousands except when stated otherwise.

1.3 Principal activities

The Fund's principal aim is to eliminate the risks of project funding, cost variation and completion that have plagued the development of the nation's critical infrastructure assets such as the 2nd Niger Bridge, Lagos to Ibadan Expressway, East—West Road, Abuja to Kano Road, Mambilla Hydroelectric Power — over the last few decades.

1.4 Financial year

These financial statements cover the periods from Q3 2021 up to Q1 2025.

1.5 Statement of compliance

The financial statements have been prepared in accordance with International Financial Reporting Standards as issued by the International Accounting Standard Board (IASB) and the interpretations issued by International Financial Reporting Interpretation Committee (IFRIC) and the requirements of the Companies and Allied Matters Act, 2021 and the Financial Reporting Council (FRC) Act of Nigeria as amended 2023.

1.6 Going concern

The financial statements were prepared based on the assumption that the Fund is able to continue as a going concern, which contemplates the realisation of assets and the liquidation of liabilities in the normal course of operation.

1.7 Composition of the financial statements

The financial statements have been prepared in accordance with International Financial Reporting Standards (IFRS). The financial statements prepared under IFRS comprise:

- Statement of financial performance
- Statement of financial position
- Statement of changes in net asset
- Statement of cashflow
- Notes to the financial statements

Additional information provided by management in line with the requirements of the Company and Allied Matters Act (CAMA) include:

- Value added statement
- Financial summary

2 Application of new and revised International Financial Reporting Standards (IFRSs)

2.1 Basis of preparation

The financial statements of the Fund have been prepared in accordance with International Financial Reporting Standards (IFRS) as issued by the International Accounting Standards Board (IASB).

The financial statements have been prepared on a historical cost basis. They are presented in Naira and all values are rounded to the nearest thousand (N'000), except when otherwise indicated. The statements are prepared on a going concern basis.

2.2 New and amended IFRS Accounting Standards that are effective for the current year

In the current year, the fund has applied a number of amendments to IFRS Accounting Standards issued by the IASB that are mandatorily effective for an accounting period that begins on or after 1 January 2024. Their adoption has not had any material impact on the disclosures or on the amounts reported in these financial statements.

a Amendments to IAS 1 Classification of Liabilities as Current or Non-current

The fund has adopted the amendments to IAS 1, published in January 2020, for the first time in the current year.

The amendments affect only the presentation of liabilities as current or non-current in the statement of financial position and not the amount or timing of recognition of any asset, liability, income or expenses, or the information disclosed about those items.

The amendments clarify that the classification of liabilities as current or non-current is based on rights that are in existence at the end of the reporting period, specify that classification is unaffected by expectations about whether an entity will exercise its right to defer settlement of a liability, explain that rights are in existence if covenants are complied with at the end of the reporting period, and introduce a definition of 'settlement' to make clear that settlement refers to the transfer to the counterparty of cash, equity instruments, other assets or services.

b Amendments to IAS 1 Presentation of Financial Statements— Non-current Liabilities with Covenants

The group has adopted the amendments to IAS 1, published in November 2022, for the first time in the current year.

The amendments specify that only covenants that an entity is required to comply with on or before the end of the reporting period affect the entity's right to defer settlement of a liability for at least twelve months after the reporting date (and therefore must be considered in assessing the classification of the liability as current or non-current). Such covenants affect whether the right exists at the end of the reporting period, even if compliance with the covenant is assessed only after the reporting date (e.g. a covenant based on the entity's financial position at the reporting date that is assessed for compliance only after the reporting date).

The IASB also specifies that the right to defer settlement of a liability for at least twelve months after the reporting date is not affected if an entity only has to comply with a covenant after the reporting period. However, if the entity's right to defer settlement of a liability is subject to the entity complying with covenants within twelve months after the reporting period, an entity discloses information that enables users of financial statements to understand the risk of the liabilities becoming repayable within twelve months after the reporting period. This would include information about the covenants (including the nature of the covenants and when the entity is required to comply with them), the carrying amount of related liabilities and facts and circumstances, if any, that indicate that the entity may have difficulties complying with the covenants.

c Amendments to IFRS 16 Leases—Lease Liability in a Sale and Leaseback

The fund has adopted the amendments to IFRS 16 for the first time in the current year. The amendments to IFRS 16 add subsequent measurement requirements for sale and leaseback transactions that satisfy the requirements in IFRS 15 Revenue from Contracts with Customers to be accounted for as a sale. The amendments require the seller-lessee to determine 'lease payments' or 'revised lease payments' such that the seller-lessee does not recognise a gain or loss that relates to the right of use retained by the seller-lessee, after the commencement date.

The amendments do not affect the gain or loss recognised by the seller-lessee relating to the partial or full termination of a lease. Without these new requirements, a seller-lessee may have recognised a gain on the right of use it retains solely because of a remeasurement of the lease liability (for example, following a lease modification or change in the lease term) applying the general requirements in IFRS 16. This could have been particularly the case in a leaseback that includes variable lease payments that do not depend on an index or rate.

A seller-lessee applies the amendments retrospectively in accordance with IAS 8 to sale and leaseback transactions entered into after the date of initial application, which is defined as the beginning of the annual reporting period in which the entity first applied IFRS 16.

2.3 New and revised IFRS Accounting Standards in issue but not yet effective

a Amendments to IAS 21 The Effects of Changes in Foreign Exchange Rates titled Lack of Exchangeability

The amendments specify how to assess whether a currency is exchangeable, and how to determine the exchange rate when it is not. The amendments state that a currency is exchangeable into another currency when an entity is able to obtain the other currency within a time frame that allows for a normal administrative delay and through a market or exchange mechanism in which an exchange transaction would create enforceable rights and obligations. An entity assesses whether a currency is exchangeable into another currency at a measurement date and for a specified purpose. If an entity is able to obtain no more than an insignificant amount of the other currency at the measurement date for the specified purpose, the currency is not exchangeable into the other currency.

The assessment of whether a currency is exchangeable into another currency depends on an entity's ability to obtain the other currency and not on its intention or decision to do so.

When a currency is not exchangeable into another currency at a measurement date, an entity is required to estimate the spot exchange rate at that date. An entity's objective in estimating the spot exchange rate is to reflect the rate at which an orderly exchange transaction would take place at the measurement date between market participants under prevailing economic conditions.

The amendments do not specify how an entity estimates the spot exchange rate to meet that objective. An entity can use an observable exchange rate without adjustment or another estimation technique. Examples of an observable exchange rate include:

- a spot exchange rate for a purpose other than that for which an entity assesses exchangeability
- the first exchange rate at which an entity is able to obtain the other currency for the specified purpose after exchangeability of the currency is restored (first subsequent exchange rate).

An entity using another estimation technique may use any observable exchange rate—including rates from exchange transactions in markets or exchange mechanisms that do not create enforceable rights and obligations—and adjust that rate, as necessary, to meet the objective as set out above.

When an entity estimates a spot exchange rate because a currency is not exchangeable into another currency, the entity is required to disclose information that enables users of its financial statements to understand how the currency not being exchangeable into the other currency affects, or is expected to affect, the entity's financial performance, financial position and cash flows. The amendments add a new appendix as an integral part of IAS 21. The appendix includes application guidance on the requirements introduced by the amendments. The amendments also add new Illustrative Examples accompanying IAS 21, which illustrate how an entity might apply some of the requirements in hypothetical situations based on the limited facts presented.

In addition, the IASB made consequential amendments to IFRS 1 to align with and refer to the revised IAS 21 for assessing exchangeability.

The amendments are effective for annual reporting periods beginning on or after 1 January 2025, with earlier application permitted. An entity is not permitted to apply the amendments retrospectively. Instead, an entity is required to apply the specific transition provisions included in the amendments.

The directors of the company anticipate that the application of these amendments may have an impact on the fund's financial statements in future periods.

b IFRS 18 Presentation and Disclosures in Financial Statements

IFRS 18 replaces IAS 1, carrying forward many of the requirements in IAS 1 unchanged and complementing them with new requirements. In addition, some IAS 1 paragraphs have been moved to IAS 8 and IFRS 7. Furthermore, the IASB has made minor amendments to IAS 7 and IAS 33 Earnings per Share.

IFRS 18 introduces new requirements to:

- present specified categories and defined subtotals in the statement of profit or loss
- provide disclosures on management-defined performance measures (MPMs) in the notes to the financial statements
- improve aggregation and disaggregation.

An entity is required to apply IFRS 18 for annual reporting periods beginning on or after 1 January 2027, with earlier application permitted. The amendments to IAS 7 and IAS 33, as well as the revised IAS 8 and IFRS 7, become effective when an entity applies IFRS 18. IFRS 18 requires retrospective application with specific transition provisions.

The directors of the company anticipate that the application of these amendments may have an impact on the fund's financial statements in future periods.

3. Significant accounting policies

The principal accounting policies applied in the preparation of these financial statements are set out below.

3.1 Foreign currencies

The financial statements of Presidential Infrastructure Development Fund (PIDF) are presented in Naira, which is the Fund's functional currency. In preparing the financial statements, transactions in currencies other than the Fund's functional currency are recorded at the rates of exchange prevailing on the dates of the transactions. Any resulting exchange differences are included in other gains or losses in the statement of profit or loss and other comprehensive income. Non-monetary items of historic cost, that are denominated in foreign currency, are translated at the date of the original transaction, and are not re-translated.

Exchange differences arising on the settlement of monetary items are included in the statement of profit or loss and other comprehensive income for the year.

3.2 Finance income

Finance income consist of returns from short-term call and fixed deposits. Investment income or similar distributions are recognised in the statement of financial performance, when PIDF's right to receive payments is established. Interest on short term investments represents interest earned from investment of a portion of the proceeds received from Nigeria Liquified Natural Gas Limited (NLNG). These investments were made in open market operation bills, by the Fund's manager (NSIA) on behalf of PIDF during the year.

Finance income is recognised using the effective interest method for debt instruments measured subsequently at amortised cost. For financial assets interest, income is calculated by applying the effective interest rate to the gross carrying amount of a financial asset, except for financial assets that have subsequently become credit-impaired. For financial assets that have subsequently become credit-impaired, interest income is recognised by applying the effective interest rate to the amortised cost of the financial asset. If, in subsequent reporting years, the credit risk on the credit-impaired financial instrument improves so that the financial asset is no longer credit-impaired, interest income is recognised by applying the effective interest rate to the gross carrying amount of the financial asset.

3.3 Expenses

Expenses are recognised when the transaction or event causing the expense occurs. PIDF's expenses consist of fund management fee, administrative expenses, fund management expenses, finance costs, depreciation and amortisation.

Fund management fees

Management fees represents charges payable to the Fund manager (NSIA) annually. The fund management fee is recognised initially at cost when incurred as stipulated in the investment management agreement.

Administrative expenses

Administrative expenses include all indirect expense incurred by the Fund Manager in running of PIDF during the year and are recognised at the fair value of the consideration paid.

Fund management cost

Fund management expenses relates to direct expenses incurred by the Fund manager (NSIA) during the year in managing PIDF. Fund management expenses are measured at cost.

3.3 Expenses (continued)

Finance cost

Finance cost is calculated using the effective interest rate method. The effective yield discounts estimated future cash receipts through the expected life of the financial asset to that asset's net carrying amount. The method applies this yield to the principal outstanding to determine finance cost for each year.

3.4 Provisions, contingent liabilities and contingent assets

Provision

Provisions are recognised when PIDF has a present obligation (legal or constructive) as a result of a past event, it is probable that an outflow of resources embodying economic benefits or service potential will be required to settle the obligation and a reliable estimate can be made of the amount of the obligation. The amount recognised as provision is the best estimate of the expenditure required to settle the obligation at the statement of financial position date.

Contingent liabilities

PIDF does not recognise a contingent liability but discloses details of any contingencies in the notes to the financial statements, unless the possibility of an outflow of resources embodying economic benefits or service potential is remote.

Contingent assets

PIDF does not recognize a contingent asset, but discloses details of a possible asset whose existence is contingent on the occurrence or non-occurrence of one or more uncertain future events not wholly within the control of PIDF in the notes to the financial statements. Contingent assets are assessed continually to ensure that developments are appropriately reflected in the financial statements. If it has become virtually certain that an inflow of economic benefits or service potential will arise and the asset's value can be measured reliably, the asset and the related revenue are recognised in the financial statements of the year in which the change occurs.

3.5 Property, plant and equipment

All property, plant and equipment are stated at cost less accumulated depreciation and accumulated impairment loss. Expenditure incurred subsequently for major services, additions to or replacements of parts of property, plant and equipment are capitalised if it is probable that future economic benefits associated with the expenditure will flow to the Fund and the cost can be measured reliably. Repairs and maintenance costs are charged to the profit or loss in the year during the year which they are incurred.

Properties in the course of construction or for purposes not yet determined, are carried at cost, less any recognised impairment loss. Cost includes professional fees and, for qualifying assets, borrowing costs capitalised in accordance with the Fund's accounting policy. Depreciation of these assets, determined on the same basis as other property assets, commences when the assets are ready for their intended use. Land is not depreciated.

Depreciation is recognised so as to write off the cost or valuation of assets (other than land and properties under construction) less their residual values over their useful lives, using the straight-line method, on the following bases:

The estimated useful lives, residual values and depreciation method are reviewed at the end of each reporting year, with the effect of any changes in estimate accounted for on a prospective basis. An item of property, plant and equipment is derecognised upon transfer / disposal or when no future economic benefits are expected to arise from the continued use of the asset. The gain or loss arising on the disposal or retirement of an asset is determined as the difference between the sales proceeds and the carrying amount of the asset and is recognised in profit or loss.

Infrastructure assets

These are infrastructure assets under construction and thus are not depreciated. Costs are recognized as they are incurred on accrual basis. The fund applied IAS 16 to the infrastructure assets.

3.6 Financial instruments

A financial instrument is any contract that gives rise to a financial asset of one entity and a financial liability or equity instrument of another entity.

a. Initial recognition and measurement

Financial assets and financial liabilities are recognised when the entity becomes a party to the contractual provisions of the instruments. Financial assets and financial liabilities are initially measured at fair value except for trade receivables that do not have a significant financing component which are measured at transaction price. Transaction costs that are directly attributable to the acquisition or issue of financial assets and financial liabilities are added to or deducted from the fair value of the financial assets or financial liabilities, as appropriate, on initial recognition, except for transaction costs relating to financial assets or financial liabilities at fair value through profit or loss, which are recognised immediately in profit or loss.

b. Subsequent measurement

Financial assets

All recognised financial assets are measured subsequently in their entirety at either amortised cost or fair value depending on the classification of the financial assets.

Classification and measurement of financial assets

Debt instruments that meet the following conditions are measured subsequently at amortised cost:

- The financial asset is held within a business model whose objective is to hold financial assets in order to collect contractual cash flows.
- The contractual terms of the financial asset give rise on specified dates to cash flows that are solely payments of principal and interest on the principal amount outstanding.
- The financial asset is held within a business model whose objective is achieved by both collecting contractual cash flows and selling the financial assets.
- The contractual terms of the financial asset give rise on specified dates to cash flows that are solely payments of principal and interest on the principal amount outstanding.

By default, all other financial assets are measured subsequently at fair value through profit or loss (FVTPL).

Despite the foregoing, the fund may make the following irrevocable election / designation at initial recognition of a financial asset:

- The fund may irrevocably elect to present subsequent changes in fair value of an equity investment in other comprehensive income if certain criteria are met.
- The fund may irrevocably designate a debt investment that meets the amortised cost or FVTOCI criteria as measured at FVTPL if doing so eliminates or significantly reduces an accounting mismatch.

Amortised cost and effective interest method

The effective interest method is a method of calculating the amortised cost of a debt instrument and of allocating interest income over the relevant year. For financial assets other than purchased or originated credit-impaired financial assets (i.e. assets that are credit-impaired on initial recognition), the effective interest rate is the rate that exactly discounts estimated future cash receipts (including all fees and points paid or received that form an integral part of the effective interest rate, transaction costs and other premiums or discounts) excluding expected credit losses, through the expected life of the debt instrument, or, where appropriate, a shorter period, to the gross carrying amount of the debt instrument on initial recognition. For purchased or originated credit-impaired financial assets, a credit-adjusted effective interest rate is calculated by discounting the estimated future cash flows, including expected credit losses, to the amortised cost of the debt instrument on initial recognition.

The amortized cost of a financial asset is the amount at which the financial asset is measured at initial recognition minus the principal repayments, plus the cumulative amortisation using the effective interest method of any difference between that initial amount and the maturity amount, adjusted for any loss allowance. The gross carrying amount of a financial asset is the amortised cost of a financial asset before adjusting for any loss allowance.

Interest income is recognised using the effective interest method for debt instruments measured subsequently at amortised cost and at FVTOCI. For financial assets other than purchased or originated credit-impaired financial assets, interest income is calculated by applying the effective interest rate to the gross carrying amount of a financial asset, except for financial assets that have subsequently become credit-impaired. For financial assets that have subsequently become credit-impaired, interest income is recognised by applying the effective interest rate to the amortised cost of the financial asset. If, in subsequent reporting periods, the credit risk on the credit-impaired financial instrument improves so that the financial asset is no longer credit-impaired, interest income is recognised by applying the effective interest rate to the gross carrying amount of the financial asset.

For purchased or originated credit-impaired financial assets, the fund recognises interest income by applying the credit-adjusted effective interest rate to the amortised cost of the financial asset from initial recognition. The calculation does not revert to the gross basis even if the credit risk of the financial asset subsequently improves so that the financial asset is no longer credit-impaired. Interest income is recognised in profit or loss and is included in the "finance income - interest income" line item.

(i) Debt instruments classified as at FVTOCI:

The corporate bonds held by the fund are classified as at FVTOCI. The corporate bonds are initially measured at fair value plus transaction costs. Subsequently, changes in the carrying amount of these corporate bonds as a result of foreign exchange gains and losses, impairment gains or losses and interest income calculated using the effective interest method are recognised in profit or loss. The amounts that are recognised in profit or loss are the same as the amounts that would have been recognised in profit or loss if these corporate bonds had been measured at amortised cost. All other changes in the carrying amount of these corporate bonds are recognised in other comprehensive income and accumulated under the heading of investments revaluation reserve. When these corporate bonds are derecognised, the cumulative gains or losses previously recognised in other comprehensive income are reclassified to profit or loss.

(ii) Equity instruments designated as at FVTOCI:

On initial recognition, the fund may make an irrevocable election (on an instrument-by-instrument basis) to designate investments in equity instruments as at FVTOCI. Designation at FVTOCI is not permitted if the equity investment is held for trading or if it is contingent consideration recognised in a business combination.

Investments in equity instruments at FVTOCI are initially measured at fair value plus transaction costs. Subsequently, they are measured at fair value with gains and losses arising from changes in fair value recognised in other comprehensive income and accumulated in the investments revaluation reserve. The cumulative gain or loss is not reclassified to profit or loss on disposal of the equity investments, instead, it is transferred to retained earnings.

Dividends on these investments in equity instruments are recognised in profit or loss in accordance with IFRS 9, unless the dividends clearly represent a recovery of part of the cost of the investment. Dividends are included in the 'Finance income - Other' line item in profit or loss.

The fund designated all investments in equity instruments that are not held for trading as at FVTOCI on initial recognition: A financial asset is held for trading if either:

- It has been acquired principally for the purpose of selling it in the near term
- On initial recognition it is part of a portfolio of identified financial instruments that the fund manages together and has evidence of a recent actual pattern of short-term profit-taking.
- It is a derivative (except for a derivative that is a financial guarantee contract or a designated and effective hedging instrument)

(iii) Financial assets at FVTPL

Financial assets that do not meet the criteria for being measured at amortised cost or FVTOCI are measured at FVTPL Specifically:

- Investments in equity instruments are classified as at FVTPL, unless the fund designates an equity investment that is neither held for trading nor a contingent consideration arising from a business combination as at FVTOCI on initial recognition
- Debt instruments that do not meet the amortised cost criteria or the FVTOCI criteria are classified as at FVTPL. In addition, debt instruments that meet either the amortised cost criteria or the FVTOCI criteria may be designated as at FVTPL upon initial recognition if such designation eliminates or significantly reduces a measurement or recognition inconsistency (so called 'accounting mismatch') that would arise from measuring assets or liabilities or recognising the gains and losses on them on different bases. The fund has not designated any debt instruments as at FVTPL.

Financial assets at FVTPL are measured at fair value at the end of each reporting period, with any fair value gains or losses recognised in profit or loss to the extent they are not part of a designated hedging relationship. The net gain or loss recognised in profit or loss includes any dividend or interest earned on the financial asset and is included in the 'Other gains and losses' line item.

Debt instruments held by the fund classified as FVTOCI, these instruments are initially measured at fair value plus transaction costs. Subsequently, changes in the carrying amount of the debt instrument as a result of foreign exchange gains and losses, impairment gains or losses and interest income calculated using the effective interest method are recognised in profit or loss. The amounts that are recognised in profit or loss are the same as the amounts that would have been recognised in profit or loss if these debt instrument had been measured at amortised cost. All other changes in the carrying amount of these instruments are recognised in other comprehensive income. When these debt instrument are derecognised, the cumulative gains or losses previously recognised in other comprehensive income are reclassified to profit or loss.

(iv) Derivative financial instruments

The Fund enters into a variety of derivative financial instruments to manage its exposure to interest rate and foreign exchange rate risks, including foreign exchange forward contracts.

Derivatives are recognised initially at fair value at the date a derivative contract is entered into and are subsequently remeasured to their fair value at each reporting date. The resulting gain or loss is recognised in profit or loss immediately unless the derivative is designated and effective as a hedging instrument, in which event the timing of the recognition in profit or loss depends on the nature of the hedge relationship.

A derivative with a positive fair value is recognised as a financial asset whereas a derivative with a negative fair value is recognised as a financial liability. Derivative is presented as a non-current asset or a non-current liability if the remaining maturity of the instrument is more than 12 months and it is not due to be realised or settled within 12 months.

Trade and other receivables

Trade and other receivables are measured at initial recognition at fair value, and are subsequently measured at amortised cost using the effective interest rate method. The fund always recognises lifetime expected credit losses (ECL) for trade receivables. The expected credit losses on these financial assets are estimated using a provision matrix based on the fund's historical credit loss experience, adjusted for factors that are specific to the debtors, general economic conditions and an assessment of both the current as well as the forecast direction of conditions at the reporting date, including time value of money where appropriate.

Lifetime ECL represents the expected credit losses that will result from all possible default events over the expected life of a financial instrument. In contrast, 12-month ECL represents the portion of lifetime ECL that is expected to result from default events on a financial instrument that are possible within 12 months after the reporting date.

c. Impairment of financial assets

The Fund recognises lifetime ECL when there has been a significant increase in credit risk since initial recognition for its financial instruments. However, if the credit risk on the financial instrument has not increased significantly since initial recognition, the Fund measures the loss allowance for that financial instrument at an amount equal to 12-month ECL.

Lifetime ECL represents the expected credit losses that will result from all possible default events over the expected life of a financial instrument. In contrast, 12-month ECL represents the portion of lifetime ECL that is expected to result from default events on a financial instrument that are possible within 12 months after the reporting date.

In assessing whether the credit risk on a financial instrument has increased significantly since initial recognition, the Fund compares the risk of a default occurring on the financial instrument at the reporting date with the risk of a default occurring on the financial instrument at the date of initial recognition. In making this assessment, the Fund considers both quantitative and qualitative information that is reasonable and supportable, including historical experience and forward-looking information that is available without undue cost or effort.

The expected credit loss is estimated as the difference between all contractual cash flows that are due to the Fund in accordance with the contract and all the cash flows that it expects to receive, discounted at the original effective interest rate. The Fund recognises an impairment gain or loss in profit or loss for all financial instruments with a corresponding adjustment to their carrying amount through a loss allowance account, except for investments in debt instruments that are measured at FVTOCI, for which the loss allowance is recognised in other comprehensive income and does not reduce the carrying amount of the financial asset in the statement of financial position.

d. Write -off policy

The Fund's writes off a financial asset when there is information indicating that the debtor is in severe financial difficulty and there is no realistic prospect of recovery. Financial assets written off may still be subject to enforcement activities under the Fund's recovery procedures, taking into account legal advice where appropriate. Any recoveries made are recognised in profit or loss.

e. Derecognition of financial assets

Financial assets are derecognised only when the contractual rights to the cash flows from the asset expire or when it transfers the financial asset and substantially all the risks and rewards of ownership of the assets to another party.

On derecognition of a financial asset measured at amortised cost, the difference between the asset's carrying amount and the sum of the consideration received and receivable is recognised in profit or loss. In addition, on derecognition of an investment in a debt instrument classified as at FVTOCI, the cumulative gain or loss is reclassified to profit or loss.

f. Financial liabilities

All financial liabilities are measured subsequently at amortised cost using the effective interest method or at FVTPL. The effective interest method is a method of calculating the amortised cost of a financial liability and of allocating interest expense over the relevant period. The effective interest rate is the rate that exactly discounts estimated future cash payments (including all fees and points paid or received that form an integral part of the effective interest rate, transaction costs and other premiums or discounts) through the expected life of the financial liability, or (where appropriate) a shorter period, to the amortised cost of a financial liability.

Financial liabilities at FVTPL are measured at fair value, with any gains or losses arising on changes in fair value recognised in profit or loss. The net gain or loss recognised in profit or loss incorporates any interest paid on the financial liability and is included in the 'Other gains and losses' in profit or loss.

g. Derecognition of financial liabilities

The Fund derecognises financial liabilities when, and only when, the Fund's obligations are discharged, cancelled or have expired. The difference between the carrying amount of the financial liability derecognised and the consideration paid and payable is recognised in profit or loss.

Financial instrument (continued)

h. Offsetting financial assets and financial liabilities

The Fund offsets financial assets and financial liabilities and presents them as a net amount in the statement of financial position when and only when, both of the following conditions are satisfied:

- (i) The Fund currently has a legally enforceable right to set off the recognised amounts of the asset and liability; and
- (ii) The Fund intends to settle on a net basis, or to realise the asset and settle the liability simultaneously.

i Cash and cash equivalents

Cash and cash equivalents comprise bank balances and deposits with banks which are readily convertible to known amounts of cash and are subject to insignificant risk of changes in value. This definition is also used for the statement of cashflows. The bank balance represents amounts held in PIDF CBN-TSA, CBN / JP Morgan bank account and Citibank solely for managing the Fund's infrastructure projects

4 Critical accounting judgements

In the application of the Fund's accounting policies, described in note 3, the management are required to make judgements, estimates and assumptions about the carrying amounts of assets and liabilities that are not readily apparent from other sources. The estimates and associated assumptions are based on historical experience and other factors that are considered to be relevant. Actual results may differ from these estimates.

The estimates and underlying assumptions are reviewed on an ongoing basis. Revisions to accounting estimates are recognised in the year in which the estimate is revised if the revision affects only that year, or in the year of the revision and future years if the revision affects both current and future years.

The following are the areas of estimation uncertainties and critical judgements, that the management have made in the process of applying the Fund's accounting policies and that have the most significant effect on the amounts recognised in the financial statements:

4.1 Critical judgements in applying accounting policies

The following are the critical judgements that the directors have made in the process of applying the fund's accounting policies and that have the most significant effect on the amounts recognised in financial statements.

Foreign currencies: exchange gains/losses

As described under the accounting policy on foreign currencies under note 3.1, the fund functional currencies are presented in Nigerian Naira. The funds has transaction completed in foreign currencies and which payments are made at a later date different from the date of transactions. Exchange difference arises from the settlement of the transactions in foreign currencies invoices. The applicable rates is selected based on management judgment on which exchange rate market to use in recognizing the exchange gain or loss from the transactions.

Furthermore, if applicable, evaluating the effectiveness of any hedging relationships and whether hedge accounting can be applied necessitates considerable judgment. These decisions directly impact the timing and amount of recognized gains or losses

Infrastructure assets

The fund applied IAS 16 property, plant and equipment requirement to the infrastructure assets, even though, there are not applicable standard under IFRS, the fund manager considers IAS 16 as the applicable practicable standard to apply for the infrastructure asset.



Appendix 1 – Comprehensive Record Of Recovered Assets Disbursements Under PIDF

LAGOS-IBADAN EXPRESSWAY (Section 1) – JULIUS BERGER NIGERIA PLC					
Certificate No.	Payment Date	Gross Amount (₦)	VAT (₦)	WHT (₦)	Stamp (₦)
IC 45 (May 2021)	16-May-22	865,376,494.16	60,375,104.24	20,125,034.75	8,050,013.90
IC 46 (December 2021)	20-Sep-22	3,744,270,420.63	261,228,168.88	87,076,056.29	34,830,422.52
IC 47 (July 2022)	14-Dec-22	5,483,590,156.08	382,576,057.40	127,525,352.47	51,010,140.99
IC 48 (October 2022)	10-Feb-23	2,069,774,818.93	144,402,894.34	48,134,298.11	19,253,719.25
IC 50 (February 2023)	4-May-23	1,240,278,666.51	86,531,069.76	28,843,689.92	11,537,475.97
IC 51 (April 2023)	20-Jun-23	2,907,465,366.22	202,846,420.90	67,615,473.63	27,046,189.45
IC 52 (June 2023)	3-Nov-23	3,070,787,307.46	214,240,974.94	71,413,658.31	28,565,463.33
IC 53 (July 2023)	16-Nov-23	1,537,428,508.31	107,262,454.07	35,754,151.36	14,301,660.54
IC 54 (August 2023)	20-Dec-23	1,787,236,570.21	124,690,923.50	41,563,641.17	16,625,456.47
IC 55 (December 2023)	11-Mar-24	1,564,478,512.49	109,149,663.66	36,383,221.22	14,553,288.49
Total		24,270,686,821.00	1,693,303,731.69	564,434,577.23	225,773,830.91



LAGOS-IBADAN EXPRESSWAY (Section 2) – REYNOLDS CONSTRUCTION COMPANY					
Certificate No.	Payment Date	Gross Amount (₦)	VAT (₦)	WHT (₦)	Stamp (₦)
IC 43 (Aug 21)	24-Dec-21	2,478,142,398.03	172,893,655.68	57,631,218.56	23,052,487.42
IC 44 (Oct 2021)	24-Dec-21	1,369,802,448.89	95,567,612.71	31,855,870.90	12,742,348.36
IC 45 (October 2021)	24-Mar-22	2,090,701,715.57	145,862,910.39	48,620,970.13	19,448,388.05
IC 46 (November 2021)	16-May-22	1,239,865,586.31	86,502,250.21	28,834,083.40	11,533,633.36
IC 47 (January 2022)	2-Jun-22	1,283,393,946.41	89,539,112.54	29,846,370.85	11,938,548.34
IC 48 (March 2022)	5-Oct-22	4,244,722,469.57	296,143,428.11	98,714,476.04	39,485,790.41
IC 49 (April 2022)	5-Oct-22	1,292,792,504.41	90,194,825.89	30,064,941.96	12,025,976.79
IC 50 (July 2022)	24-Oct-22	3,149,110,963.19	219,705,416.04	73,235,138.68	29,294,055.47
IC 51 (September 2022)	14-Dec-22	4,693,388,417.44	327,445,703.54	109,148,567.85	43,659,427.14
IC 53 (November ¹²⁰²²) □?	10-Feb-23	3,504,005,028.38	244,465,467.10	81,488,489.03	32,595,395.61
IC 67 February 2024)	29-Aug-25	1,690,905,399.99	117,970,144.19	39,323,381.40	15,729,352.56
Total		27,036,830,878.19	1,886,290,526.40	628,763,508.80	251,505,403.51

¹ This IC was partly paid from the Recovered Assets



SECOND NIGER BRIDGE – JULIUS BERGER NIGERIA PLC					
Certificate No.	Payment Date	Gross Amount (₦)	VAT (₦)	WHT (₦)	Stamp (₦)
IC 27 (Jun 21)	15-Aug-21	4,788,379,066.37	228,018,050.78	228,018,050.78	47,883,790.66
Payment for 2.5% VAT Shortfall on IC 27		114,009,025.39			
IC 28 (Jul 21)	21-Dec-21	6,715,373,681.50	479,127,492.73	159,709,164.24	63,883,665.70
IC 29 (Sept 21)	21-Dec-21	3,493,220,332.61	243,713,046.46	81,237,682.15	32,495,072.86
IC 30 (Oct 21)	23-Mar-22	8,862,642,562.81	618,323,899.73	206,107,966.58	82,443,186.63
IC 31 (Nov 2021)	18-Mar-22	4,081,809,585.71	284,777,412.96	94,925,804.32	37,970,321.73
IC 32 (Jan 2022)	2-Jun-22	5,246,514,524.39	366,035,897.05	122,011,965.68	48,804,786.27
IC 33 (Feb2022)	16-May-22	2,366,041,485.10	165,072,661.75	55,024,220.58	22,009,688.23
IC 34 (Mar 2022)	7-Jun-22	3,219,640,052.14	224,626,050.15	74,875,350.05	29,950,140.02
IC 35A (May 2022)	14-Oct-22	3,400,000,000.01	237,209,302.33	79,069,767.44	31,627,906.98
IC 35A (May 2022)	8-Nov-22	532,167,555.83	37,127,969.01	12,375,989.67	4,950,395.87
IC 39	25-Nov-25	3,422,606,067.29	238,786,469.81	79,595,489.94	31,838,195.97
Total		46,242,403,939.15	3,122,818,252.76	1,192,951,451.43	433,857,150.92



ABUJA-KANO ROAD – JULIUS BERGER NIGERIA PLC					
Certificate No.	Payment Date	Gross Amount (₦)	VAT (₦)	WHT (₦)	Stamp (₦)
IC 31 (June 2021)	15-Aug-21	2,124,332,300.92	101,158,681.00	101,158,681.00	21,243,323.01
IC 31 2.5% VAT Shortfall		50,579,340.50			
IC 32 (July 2021)	26-Jan-22	16,227,541,709.07	1,132,154,072.73	377,384,690.91	150,953,876.36
IC 33 (August 2021)	26-Jan-22	6,066,479,215.42	423,242,735.96	141,080,911.99	56,432,364.79
IC 34 (September 2021)	21-Jan-22	3,737,567,248.48	260,760,505.71	86,920,168.57	34,768,067.43
IC 36 (October 2021)	7-Mar-22	4,057,804,513.12	283,102,640.45	94,367,546.82	37,747,018.73
IC 37 (November 2021)	18-Mar-22	7,207,426,828.59	502,843,732.23	167,614,577.41	67,045,830.96
IC 38A (December 2021)	2-Jun-22	2,624,579,199.45	183,110,176.71	61,036,725.57	24,414,690.23
IC 48 (October 2022)	13-Jan-23	2,627,592,686.92	183,320,420.02	61,106,806.67	24,442,722.67
IC 48 (October 2022)	13-Jan-23	1,758,333,859.67	122,674,455.33	40,891,485.11	16,356,594.04
IC 56 (May 2023)	5-Oct-23	3,907,585,421.77	272,622,238.73	90,874,079.58	36,349,631.83
IC 63 (December 2023)	16-Jan-25	987,924,550.13	68,924,968.61	22,974,989.54	9,189,995.82
IC 64 (January 2024)	16-Jan-25	887,140,827.03	61,893,546.07	20,631,182.02	8,252,472.81
IC 65 (February 2024)	16-Jan-25	878,632,741.21	61,299,958.69	20,433,319.56	8,173,327.83
Total		53,143,520,442.28	3,657,108,132.24	1,286,475,164.74	495,369,916.51



DISBURSEMENTS TO DAR AL-HANDASAH			
S/No.	Technical partners	Amount	Details
1	17-Nov-21	10,756,043.48	Dar
2	17-Nov-21	21,512,086.95	Dar
3	17-Nov-21	21,512,086.95	Dar
4	10-Dec-21	21,512,086.95	Dar
5	31-Jan-22	21,512,086.95	Dar
6	28-Feb-22	21,512,086.95	Dar
7	17-Mar-22	21,512,086.95	Dar
8	17-May-22	21,512,086.95	Dar
9	23-May-22	21,512,086.95	Dar
10	29-Jun-22	21,512,086.95	Dar
11	20-Jul-22	21,512,086.95	Dar
12	05-Aug-22	128,040,977.14	Dar (Adhoc)
13	17-Aug-22	21,512,086.95	Dar
14	17-Aug-22	6,322,097.14	Dar (Adhoc)
15	20-Sept-22	21,512,086.95	Dar
16	20-Sept-22	6,334,097.14	Dar (Adhoc)
17	14-Nov-22	6,334,097.14	Dar (Adhoc 2NB)
18	14-Nov-22	6,334,097.14	Dar (Adhoc 2NB)
19	14-Nov-22	21,512,086.95	Dar (LIE - October)
20	14-Nov-22	21,512,086.95	Dar (LIE - September)
21	22-Dec-22	6,334,097.14	Dar (Adhoc 2NB)
22	22-Dec-22	21,512,086.95	Dar (LIE - November)
23	23-Jan-23	6,334,097.14	Dar (Adhoc 2NB - December 2022)
24	23-Jan-23	21,512,086.95	Dar (LIE - December 2022)



25	06-Mar-23	6,334,097.14	Dar (Adhoc 2NB - January 2023)
26	06-Mar-23	21,512,086.95	Dar (LIE - January 2023)
27	24-Mar-23	6,334,097.14	Dar (Adhoc 2NB - February 2023)
28	24-Mar-23	21,512,086.95	Dar (LIE - February 2023)
29	04-May-23	21,512,086.95	Dar (LIE -March 2023)
30	24-May-23	6,334,097.14	Dar (Adhoc 2NB - April 2023)
31	24-May-23	21,512,086.95	Dar (LIE - April 2023)
32	20-Jun-23	6,334,097.14	Dar (2NB - May 2023)
33	20-Jun-23	21,512,086.95	Dar (LIE - May 2023)
34	02-Aug-23	6,334,097.14	Dar (2NB - June 2023)
35	02-Aug-23	21,512,086.95	Dar (LIE - June 2023)
36	02-Sept-23	6,334,097.14	Dar (2NB - July 2023)
37	02-Sept-23	21,512,086.95	Dar (LIE - July 2023)
38	20-Sept-23	6,334,097.14	Dar (2NB - August 2023)
39	20-Sept-23	21,512,086.95	Dar (LIE - August 2023)
40	09-Nov-23	6,334,097.14	Dar (2NB - September 2023)
41	09-Nov-23	21,512,086.95	Dar (LIE - September 2023)
42	15-Nov-23	6,334,097.14	Dar (2NB - October 2023)
43	15-Nov-23	21,512,086.95	Dar (LIE - October 2023)
44	18-Mar-24	3,167,048.57	Dar (2NB - Nov 2023)
45	18-Mar-24	21,512,086.95	Dar (LIE - Dec 2023)
46	18-Mar-24	10,756,043.48	Dar (LIE - Jan 2024)
47	18-Mar-24	21,512,086.95	Dar (LIE- Nov 2023)
48	28-Mar-24	10,756,043.48	Dar (LIE - Feb 2024)
49	27-May-24	10,756,043.48	Dar (LIE - April 2024)
50	27-May-24	10,756,043.48	Dar (LIE - March 2024)



51	27-Jun-24	10,756,043.48	Dar (LIE - May 2024
52	30-Aug-24	4,000,000.00	Dar (LIE - July 2024
Grand Total		897,082,178.29	

DISBURSEMENTS TO ONDUR ENGINEERING LTD & HANCOCK OGUNDIYA AND PARTNERS LTD			
S/No.	Technical partners	Amount	Details
1	31-Dec-21	9,834,408.60	Ondur
2	31-Jan-22	17,933,333.33	Ondur
3	28-Feb-22	17,933,333.33	Ondur
4	17-Apr-22	17,933,333.33	Ondur
5	17-May-22	17,933,333.33	Ondur
6	20-Jul-22	17,933,333.33	Ondur
7	01-Aug-22	17,933,333.33	Ondur
8	20-Sept-22	17,933,333.33	Ondur
9	27-May-24	5,977,777.78	Ondur (AKR - April 2024
10	29-Feb-24	5,977,777.78	Ondur (AKR - December 2023)
11	28-Mar-24	5,977,777.78	Ondur (AKR - February 2024
12	29-Feb-24	5,977,777.78	Ondur (AKR - January 2024
13	27-May-24	5,977,777.78	Ondur (AKR - March 2024
14	27-Jun-24	5,977,777.78	Ondur (AKR - May 2024
15	24-May-23	17,933,333.33	Ondur (AKR - April 2023)
16	21-Oct-22	17,933,333.33	Ondur (AKR - August)
17	27-Jan-23	17,933,333.33	Ondur (AKR - December 2022)
18	24-Mar-23	17,933,333.33	Ondur (AKR - February 2023)
19	06-Mar-23	17,933,333.33	Ondur (AKR - January 2023)



20	27-Jan-25	18,000,000.00	Ondur (AKR - January 2025)
21	04-May-23	17,933,333.33	Ondur (AKR - March 2023)
22	23-Jan-23	17,933,333.33	Ondur (AKR - November 2022)

DISBURSEMENT TO ONDUR			
S/No.	Technical partners	Amount	Details
23	23-Nov-22	17,933,333.33	Ondur (AKR - October)
24	14-Nov-22	17,933,333.33	Ondur (AKR - September)
25	20-Sept-23	17,933,333.33	Ondur (AKR- August 2023)
26	02-Sept-23	17,933,333.33	Ondur (AKR- July 2023)
27	02-Aug-23	17,933,333.33	Ondur (AKR- June 2023)
28	20-Jun-23	17,933,333.33	Ondur (AKR- May 2023)
29	22-Dec-23	17,933,333.33	Ondur (AKR- November 2023)
30	15-Nov-23	17,933,333.33	Ondur (AKR- October 2023)
31	15-Nov-23	17,933,333.33	Ondur (AKR- September 2023)
32	27-Jun-24	5,143,839.00	Ondur Reimbursables
Grand Total		481,311,580.87	



DISBURSEMENTS TO CLEEN FOUNDATION	
Payment Date	Amount (₦)
09-Sept-21	139,115,836.90
24-Sept-21	79,803,461.86
07-Apr-22	94,115,866.70
23-Nov-22	103,195,517.75
23-Nov-22	19,678,337.61
06-Mar-23	70,371,045.99
26-May-23	79,901,123.03
22-Dec-23	87,476,009.66
29-Feb-24	65,139,622.75
27-Jun-24	89,456,953.00
Total	828,253,775.25

Consolidated report

2020-2022

Strictly confidential
17 April 2025

Nigeria Sovereign Investment Authority



About us

Control Risks is a specialist risk consultancy that helps create secure, compliant, and resilient organisations. We believe that taking risks is essential to success, so we provide the insight and intelligence you need to realise opportunities and grow. And we ensure you are prepared to resolve issues and crises. From the boardroom to the remotest location, we have developed an unparalleled ability to bring order to chaos and reassurance to anxiety.



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Executive summary

Between 2020-2022, Control Risks was asked to conduct third party due diligence assessments on a total of 32 third parties (the “Subjects”) named to us by Nigeria Sovereign Investment Authority (NSIA; the “Client”), which we list below. In addition, Control Risks prepared eight quarterly reports for the Client, covering the 2021-2022 years and summarising the findings for each quarter of the year. This consolidated report summarises our findings over the stated period in a table format.

Year 2020:

- ▶ Padozi Ventures and Services Ltd
- ▶ Harafa Nigeria Limited
- ▶ Extra Gold Slot Limited
- ▶ D-Bethy Integrated Services Limited
- ▶ ASFYO Engineering Limited
- ▶ Fayyas Engineering Ltd
- ▶ Ernesto Universal Projects Nig Ltd
- ▶ Loyalbell Nigeria Ltd
- ▶ Concepts & Premium Designs Consultants Limited
- ▶ Gridarch Limited
- ▶ Workstead Consort Limited
- ▶ FSR Comettrue Nig Ltd
- ▶ Darotek Global Resources Limited
- ▶ Comprehensive Repairs and Services Limited
- ▶ Prince Fred Ukato Enterprises
- ▶ Caye International Trade Limited
- ▶ A. A. Mahamoud Engineering Nig Limited
- ▶ Fiberpull Kompozit Nigeria Limited
- ▶ PSE Consultants Limited
- ▶ Jusdisire Nigeria Limited
- ▶ Crystal Oaks Services

Year 2021:

- ▶ Joe-Edy Services Limited
- ▶ Messrs Luff-Boro Engineering Nigeria Limited
- ▶ Landzun Engineering Associates Limited



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- ▶ Ondur Engineering Limited
- ▶ GTMC GmbH Ltd
- ▶ Catana Limited
- ▶ Tektron Plus Global Services Limited
- ▶ Dynamic Power Construction Company Limited
- ▶ Lavalex International Limited
- ▶ Mubarak Real Solid Ltd

Year 2022:

- ▶ Nagoya International Investment Limited



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Introduction

According to Article 8(c) of the Trilateral Agreement among the Government of the Federal Republic of Nigeria, the Bailiwick of Jersey, and the Government of the United States of America, the Nigeria Sovereign Investment Authority (NSIA; the “Client”) shall prepare and provide to the Implementing Authorities for the Bailiwick of Jersey and the Government of the United States of America, a quarterly report and a final report on the anti-corruption due diligence carried out on contractors and sub-contractors within the relevant reporting period. This consolidated report summarises our findings on 32 third parties (the “Subjects”) named to us by NSIA between 2020-22.

As official corporate information, including ownership details, for privately owned companies in Nigeria is not readily available or searchable online, we relied on registration documents provided to us by the Client. Where possible, we corroborated these details through English-language online research and searches in private corporate databases.¹

We also carried out searches for the Subjects’ names in relevant litigations databases, as well as searches for the Subjects, their shareholders, and principals in privately run lists for politically exposure and watch lists.

Please refer to [Annex A](#) for a visual ratings summary of findings pertaining to various report sections, such as Political Exposure, Beneficial Ownership, Watch Lists, etc.

For detailed information about findings, please refer to individual reports on the companies. Our [Research Methodology](#) is outlined in the relevant section of this consolidated report.

Sources of information

- ▶ International subscription database of unofficial corporate information
- ▶ Leading multilingual media database and archive
- ▶ English-language newspapers and news websites, Google
- ▶ Licensed private litigation databases
- ▶ International sanctions and watch lists databases (see also **Lists of concern** below)

Lists of concern

Checks have been conducted against lists compiled from data obtained by sanctioning bodies, law enforcement agencies and financial regulators around the world. The lists include but are not restricted to: the Specially Designated Nationals List maintained by the Office of Foreign Assets Control, a division of the US Treasury; the

¹ We note the scope of this assignment did not include conducting manual checks for official corporate information at the local registry of the Corporate Affairs Commission (CAC).



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Denied Persons List maintained by the Bureau of Industry and Security, a division of the US Department of Commerce; the UK's HM Treasury sanctions lists; and the World Bank Listing of Ineligible Firms.

We have searched online public records and carried out searches of privately run databases listing politically exposed persons.



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Research methodology

General company information

Confirmation of the subject company's registered information through corporate records available online for the jurisdiction specified by the Client or manually retrieved within a reasonable cost and timeframe. Where corporate records are not available within a reasonable cost and timeframe, we conduct searches of relevant reputable corporate databases and report the information available.

- ▶ Confirmation of the company's incorporation status through available corporate records.
- ▶ Check of the company's operating address against its registered address through corporate records and the company website, if there is one.

Where the Client does not specify a jurisdiction, the entity will be treated as global and online filings will be retrieved from a leading private international corporate database.

Legend for list of sources: Official = Official government-maintained registry; Database = International subscription database of unofficial corporate information; Archive = Archived database of historic official corporate information; Website = corporate website of the third party, its parent company or group.

Beneficial ownership

According to the FATF, a beneficial owner refers to the natural person(s) who ultimately own(s) or control(s) a customer and/or the natural person on whose behalf a transaction is being conducted. It also includes those persons who exercise ultimate effective control over a legal person or arrangement. In contrast a legal person is an entity that can legally own something but that does not necessarily have the capacity to benefit from the ownership (for example, companies, corporate bodies, foundations, partnerships or associations).

The amount of research needed to identify the ultimate beneficial ownership of a legal entity varies greatly. The two factors most relevant to this process are the number of intermediary entities between the company and its ultimate beneficiary, as well as the jurisdictions in which these entities have been registered.

- ▶ Searches of available corporate records in the jurisdiction determined by the Client, and tracing registered ownership as far as possible through an international corporate database.

Internet searches to determine whether there are allegations or speculation regarding undisclosed ultimate beneficiary ownership. Question 3 is designed to flag any indications that the principals of the company represent the interests of a hidden beneficial owner. One such indication might be, for example, a shareholder based in an offshore jurisdiction having multiple stakes in a wide array of sectors.

Offshore jurisdiction is defined here as a territory or state with the following characteristics: low supervisory requirements and minimal information disclosure (making it difficult to identify a company's ultimate beneficial owners); lack of physical presence and lack of regulatory (tax and/or banking) transparency (a potential conduit for money laundering and terrorist financing).



Strictly confidential

Legend for list of sources: Official = Official government-maintained registry; Database = International subscription database of unofficial corporate information; Archive = Archived database of historic official corporate information; Website = corporate website of the third party.

Track record and reputation

Review of a company's activities and track record is carried out particularly focusing on issues of concern. Searches are conducted using the company's name, or known variations thereof, together with pre-defined terms and 'dirty word' searches. The first 100 matches are reviewed.

- ▶ Searches of a well-known international media database for any red flags pertaining to the company. Where there is a local database that is known to provide more comprehensive media coverage, searches of this database and the international database are conducted.
- ▶ Searches of the internet for references to the company in business directories and other commercial sites, and searches focused on red flags relating to the company. Control Risks uses the search engine we judge to be most capable for the jurisdiction in question.
- ▶ For appropriate report levels, references with human sources are targeted to address issues of track record and reputation.

Media refers to national publications (e.g. The New York Times), local newspapers, magazines, bulletins, as well as blogs, social media and other online items.

Financial reputation

- ▶ Searches of bankruptcy registers available online for the jurisdiction determined by the Client.
- ▶ Searches of the internet and media searches for indications of the company's recent financial performance.

Where the Client does not specify a jurisdiction, the company's financial profile will be assessed through a review of open sources and media archives.

Regulatory standing and litigation

- ▶ Searches of available online national litigation databases for the jurisdiction determined by the Client.
- ▶ Internet and media searches for references to the company in relation to major litigation.

Where the Client does not specify a jurisdiction, the company's litigation profile will be assessed through a review of open sources and media archives.

Political exposure

- ▶ Searches of the company against international directories of politically exposed persons (PEPs).
- ▶ Internet and media searches focused on references to the company in connection with political figures or government agencies, such as government procurement portals.

Watch lists

- ▶ Searches of the company against watch lists.



Strictly confidential

Principals

Key principals are determined by the Client; where the Client does not identify them, Control Risks selects them in the following order of priority: majority beneficial owners; Chair of the Board; CEO; CFO; other members of the management board.

- ▶ We consider all relevant variations of the principals' names when conducting the searches.
- ▶ We run combinations of the principals' names against the company name and 'dirty word' searches, which are hand-selected adverse media coverage keyword filters.

Strictly confidential

Annex A. Visual ratings summary²

	General company information	Beneficial ownership	Track record and reputation	Financial risks	Litigation and regulatory standing	Political exposure	Watch lists	Key principals
Padozi Ventures and Services Ltd								
Harafa Nigeria Limited								
Extra Gold Slot Limited								
D-Bethy Integrated Services Limited								
ASFYO Engineering Limited								
Fayyas Engineering Ltd								
Ernesto Universal Projects Nig Ltd								
Loyalbell Nigeria Ltd								
Concepts & Premium Designs Consultants Limited								
Gridarch Limited								
Workstead Consort Limited								
FSR Cometrue Nig Ltd								
Darotek Global Resources Limited								
Comprehensive Repairs and Services Limited								
Prince Fred Ukato Enterprises								
Caye International Trade Limited								
A. A. Mahamoud Engineering Nig Limited								
Fiberpull Kompozit Nigeria Limited								

² Legend for ratings: Red = High Risk; Yellow = Medium Risk; Green = Low Risk; Grey = Not Applicable.

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PSE Consultants Limited								
Jusdisire Nigeria Limited								
Crystal Oaks Services								
Joe-Edy Services Limited								
Messrs Luff-Boro Engineering Nigeria Limited								
Landzun Engineering Associates Limited								
Ondur Engineering Limited								
GTMC GmbH Ltd								
Catana Limited								
Tektron Plus Global Services Limited								
Dynamic Power Construction Company Limited								
Lavalex International Limited								
Mubarak Real Solid Ltd								
Nagoya International Investment Limited								



Appendix 3 – Project Photos

Second Niger Bridge









Abuja – Kano Road









Lagos – Ibadan Expressway







Appendix 4 – Works Undertaken Undertaken under the Recovered Assets Program

Lagos – Ibadan Expressway

1. **Works Done on IC 43 (Period June, July and August 2021):**

On going Site Works June 2021:

- Bush Clearing : 44+025 - 44+588 Ibadan (Embankment), 49+475 - 50+225 Lagos (Embankment)
- Scarification: 43+885 - 44+325 Ibadan Bound, 49+475 - 50+040 Lagos Bound
- Cut to Spoil, 43+875 - 44+225 Ibadan Bound, 109+425 - 109+675 Median
- Borrow to Fill, 43+875 - 44+225 Ibadan Bound, 109+113 - 109+200 Median
- Geogrid: 44+225 - 44+573 Ibadan Bound, 48+651 - 50+262 Lagos Bound
- V- Drain: 53+061 - 54+040 Lagos Bound
- Concrete Side Drain: 44+276 - 44+458 Ibadan Bound
- Access Culvert: 44+487, 44+500 Both Bound, 49+300, 50+000 Both Bound
- Precast Chutes: 103+250 - 103+880 Ibadan Bound
- Sub-Base filling: 49+600 - 51+500 Lagos (Embankment), 53+709 - 54+094 Lagos (Embankment), 109+050 - 109+200 Median
- Stone base (1st, 2nd and 3rd Layer) 44+225 - 44+575 Ibadan Bound, 48+662 - 50+802 Lagos Bound
- MC1: 48+862 - 51+565 Lagos Bound
- Tack Coat (1st Macadam): 51+700 - 53+119 Lagos Bound
- Tack Coat (1st Binder): 52+211 - 53+550 Lagos Bound
- Macadam (1st Layer): 49+617 - 51+585 Lagos Bound
- Macadam (2nd Layer): 51+285 - 51+585 Lagos Bound
- Asphaltic Binder: 51+939 - 52+211 Lagos Bound, 52+211 - 53+076 Lagos Bound

On going Site Works July 2021:

- Bush Clearing: 103+200 - 103+500 Lagos (Embankment)
- Scarification: 101+740 - 103+988 Lagos Bound
- Cut to Spoil: 101+750 - 102+550 Lagos Bound
- Borrow to Fill: 44+112 - 44+225 Ibadan Bound, 102+213 - 103+175 Lagos Bound
- Sharp Sand: 43+873 - 44+005 Ibadan Bound, 101+982 - 103+175 Lagos Bound
- Geogrid: 102+075 - 103+763 Lagos Bound
- V- Drain: 51+835 - 52+889 Lagos Bound, 52+933 - 52+994 Lagos Bound
- Concrete Side Drain: 52+325 - 52+550 Lagos Bound
- Sub Base filling: 43+900 - 44+225 Ibadan Bound, 48+950 - 49+613 Lagos (Embankment), 51+500 - 51+710 Lagos (Embankment)
- Stone base (1st layer): 43+873 - 44+225 Ibadan Bound, 101+763 - 103+175 Ibadan Bound
- Stone base (2nd Layer): 44+873 - 44+238 Ibadan Bound, 102+075 - 103+763 Lagos Bound, 106+175 - 106+825 Lagos Bound

- Stone base (3rd Layer): 44+013 - 44+480 Ibadan Bound, 102+409 - 103+233 Lagos Bound
- MC1: 44+293 - 44+587 Ibadan Bound, 48+662 - 49+341 Lagos Bound
- Tack Coat (1st Macadam): 48+662 - 51+475 Lagos Bound
- Tack coat (2nd Macadam): 49+075 - 51+610 Lagos Bound
- Macadam (1st Layer): 48+662 - 49+617 Lagos Bound
- Macadam (2nd Layers): 48+662 - 51+285 Lagos Bound
- Asphaltic Binder (1st Layer): 49+390 - 51+872 Lagos Bound
- Asphaltic Binder (2nd Layer): 50+033 - 52+211 Lagos Bound
- Existing Road Repair: 106+125 - 125+038 Both Bounds

On going Site Works August 2021:

- Bush Clearing: 50+000 - 50 +150 Lagos (Embankment), 103+500 - 104+750, 111+000 - 111+400 Lagos (Median)
- Scarification: 103+988 - 104+825 Lagos Bound
- Cut to Spoil: 104+113 - 104+412 Lagos Bound, 109+725 - 109+875 Median
- Borrow to Fill: 109+200 - 109+600 Median
- Sharp Sand: 104+113 - 104+412 Lagos Bound
- Geogrid: 103+763 - 104+425 Lagos Bound
- V- Drain: 49+580 - 51+835 Lagos Bound
- Concrete Side Drain: 49+675 - 50+592 Lagos Bound
- Culverts: 44+225, 44+250 Both Bounds, 50+240, 50+315 Both Bounds
- Sub Base filling: 43+873 - 44+576 Ibadan (Embankment), 48+663 - 50+700 Lagos (Embankment)
- Stone base (1st layer): 108+413 - 108+525 Ibadan Bound
- Stone base (2nd Layer): 103+763 - 104+312 Lagos Bound, 108+413 - 108+513 Median
- Stone base (3rd Layer): 43+873 - 44+013 Ibadan Bound, 101+741 - 104+113 Lagos Bound
- MC1: 43+873 - 44+293 Ibadan Bound, 101+793 - 104+100 Lagos Bound
- Tack Coat (1st Binder): 48+662 - 51+610 Lagos Bound
- Tack Coat (1st 2nd Macadam): 48+662 - 51+610 Lagos Bound
- Tack Coat (1st Binder): 101+798 - 102+725 Lagos Bound
- Macadam (1st and 2nd Layers): 43+861 - 44+615 Ibadan Bound, 101+796 - 103+531 Lagos Bound
- Asphaltic Binder (1st and 2nd Layer): 43+856 - 44+625 Ibadan Bound, 48+663 - 50+033 Lagos Bound, 101+973 - 102+716 Lagos Bound
- Bridge Repair: 101+717 Lagos Bounds

2. Summary of IC No.43 (June 2021):

- Dar/TSL confirms that the permanent works reflected in IPC 43 are executed and are aligned with the Schedule version 4 of program of works.
- IPC 43 was duly vetted by the Federal Ministry of Works and Housing (The Engineer) and further checked by the Technical Advisor (Dar Al-Handasah Consultants Ltd. and TSL Engineering Ltd.).
- The amounts as calculated and vetted by the Engineer for this period's Permanent Works are consistent with the works observed at the site inspection, consistent with the amounts claimed by the Contractor, and consistent with the verification calculations.
- FMWH has relied on the cumulative amounts for the permanent works, certified in IPC 42, as the basis for calculating the cumulative amounts in IPC 43 and hence the amounts due for the permanent works in IPC 43.
- As per FMWH certification, IPC 43 shows that the amount (inclusive of 5% VAT) of ₦2,420,511,179.47 (Two Billion, Four Hundred Twenty Million, Five Hundred Eleven Thousand, One Hundred Seventy-Nine and Forty-Seven Kobo) is due to the Contractor (Reynolds Construction Company Nigeria) for the period ending August 2021.
- DAR/TSL consider that the amount (inclusive of 7.5% VAT) of ₦2,478,142,398.03 (Two Billion, Four Hundred Seventy-Eight Million, One Hundred Forty-Two Thousand, Three Hundred Ninety-Eight Naira and Three Kobo) is due for payment to the Contractor for IPC 43.
- The difference between the amount certified by FMWH (The Engineer), and the amount recommended by the DAR/TSL (Technical Advisor) is due to the omission of amounts certified in Bill No.1, and to the application of VAT rate 7.5%

		Certified by FMWH	Recommended by DAR/TSL
A1	ADD: Value of Permanent Works	87,241,263,658.87	87,241,263,658.87
A2	DEDUCT: 10% Retention (up to 5% of Permanent Works)	7,020,265,640.59	7,020,265,640.59
	Subtotal A1-A2	80,220,998,018.28	80,220,998,018.28
B1	ADD: Release of Retention Money	-	-
B2	ADD: Bill 1	1,016,694,571.53	1,008,069,272.63
	Subtotal B1+B2	1,016,694,571.53	1,008,069,272.63
C1	ADD: Provision and Installation of Street Lighting	-	-
C2	ADD: Toll Plaza	-	-
C3	ADD: Pedestrian Bridges	-	-
C4	ADD: Variation in price CPI	-	-
C5	ADD: Variation in price Labour	-	-
C6	ADD: Variation in price Fuel	21,978,649,256.50	21,978,649,256.50
C7	ADD: Variation in price Materials	-	-
C8	ADD: Interest Incurred due to Payment Delay	1,100,293,925.31	1,100,293,925.31
C9	ADD: Standby Cost during Suspension 10 months	2,754,601,900.00	2,754,601,900.00
C10	ADD: Contingencies	78,719,077.50	78,719,077.50
	Subtotal C1+C2+C3+C4+C5+C6+C7+C8+C9+C10	25,912,264,159.31	25,912,264,159.31
D1	ADD: Advance Payment without VAT	25,214,844,187.17	25,214,844,187.17
D2	DEDUCT: Payment on Advance	16,600,495,732.52	16,600,495,732.52
	Subtotal D1-D2	8,614,348,454.65	8,614,348,454.65
	Total Amount to be Certified (A+B+C+D) without VAT	115,764,305,203.77	115,755,679,904.87
	DEDUCT: Amount Previously Certified without VAT	113,459,056,461.42	113,450,431,162.52
	Total Amount due This month (without VAT)	2,305,248,742.35	2,305,248,742.35
	@ 5.0%	-	-
	ADD: VAT	115,262,437.12	172,893,655.68
	Total Amount due this month with VAT	2,420,511,179.47	2,478,142,398.03

3. IPC 44 (period September, October 2021)

On going Site Works September 2021:

- Scarification: 104+825 - 106+700 Lagos Bound
- Cut to Spoil: 104+412 - 104+965 Lagos Bound
- Borrow to Fill: 109+600 - 109+850 Median
- Sharp Sand: 104+412 - 104+965 Lagos Bound
- Geogrid: 104+425 - 104+963 Lagos Bound
- V- Drain & Stone Pitching: 43+893 - 44+625 Ibadan Bound, 48+660 - 49+580 Lagos Bound, 50+697 - 51+125 Lagos Bound
- Concrete Side Drain: 43+871 - 44+200 Ibadan Bound, 48+676 - 48+881 Lagos Bound, 52+154 - 52+600 Lagos Bound
- Relieve Culverts: 104+338 - 104+850 Lagos Bound
- Access Culverts: 52+450 Lagos Bound
- Sub Base filling: 101+804 - 104+040 Lagos (Embankment)
- Stone base (1st layer): 104+412 - 104+965 Lagos Bound
- Stone base (2nd Layer): 104+312 - 104+963 Lagos Bound
- Stone base (3rd Layer): 44+013 - 44+250 Ibadan Bound, 104+113 - 104+963 Lagos Bound
- MC1: 104+100 - 104+962 Lagos Bound
- Tack Coats (1st Binder): 48+662 - 51+610 Lagos Bound
- (1st and 2nd Macadam and 1st Binder): 101+710 - 101+798 Lagos Bound
- (2nd Macadam and 1st Binder): 102+725 - 104+042 Lagos Bound
- Macadam (1st and 2nd Layers): 101+742 - 101+796 Lagos Bound, 103+531 - 104+050 Lagos Bound
- Asphaltic Binder (1st and 2nd Layer): 101+710 - 101+973 Lagos Bound, 101+973 - 104+038 Lagos Bound
- Bridge Repair: 105+529 - 113+312 Both Bounds

Ongoing works during October 2021

- Scarification, 106+700 - 107+370 Ibadan Bound
- Cut to Spoil, 109+850 - 111+775 Median
- Borrow to Fill, 109+850 - 110+400 Median
- Sharp Sand: 108+300 - 108+425 Median
- Hardcore: 108+387 - 108+397 Median
- Geogrid: 106+700 - 107+360 Ibadan Bound
- V- Drain & Stone Pitching: 101+741 - 103+058 Lagos Bound

- Concrete Side Drain: 43+200 - 44+269 Ibadan Bound, 48+881 - 49+638 Lagos Bound, 52+600 - 52+902 Lagos Bound
- Chutes and Chute outlets: 50+555 - 52+296 Lagos Bound
- Relief Culverts: 44+225, 106+150 Ibadan Bound, 106+625 Ibadan Bound
- Access Culverts: 102+040 Lagos Bound
- Sub Base filling: 104+040 - 104+955 Lagos (Embankment)
- Stone base (1st and 2nd layer): 108+300 - 108+413 Median
- Stone base (2nd Layer): 105+823 - 107+355 Ibadan Bound
- Stone base (3rd Layer): 105+655 - 107+363 Ibadan Bound
- MC1: 105+663 - 106+599 Ibadan Bound
- Tack Coat (2nd Binder): 48+663 - 54+083 Lagos Bound
- Tack Coat (1st Macadam): 106+673 - 106+594 Ibadan Bound
- Macadam (1st and 2nd Layers): 105+667 - 106+597 Ibadan Bound
- Asphaltic Binder (1st and 2nd Layer): 104+038 - 104+955 Lagos Bound
- Asphaltic Wearing: 48+663 - 54+080 Lagos Bound
- Crash Barrier: 44+205 - 44+629 Ibadan Bound, 48+677 - 53+980 Lagos Bound, 102+073 - 102+969 Lagos Bound
- Concrete Kerbs: 43+841 - 44+339 Ibadan Bound, 49+053 - 49+321 Lagos Bound, 50+536 - 52+928 Lagos Bound
- Road Repair: 111+285 - 111+310 Lagos Bound

4. Summary of IC No.44 (September 2021):

- Dar/TSL confirms that the permanent works reflected in IPC 44 are executed and are aligned with the Schedule version 4 of program of works.
- IPC 44 was duly vetted by the Federal Ministry of Works and Housing (The Engineer) and further checked by the Technical Advisor (Dar Al-Handasah Consultants Ltd. and TSL Engineering Ltd.).
- The amounts as calculated and vetted by the Engineer for this period's Permanent Works are consistent with the works observed at the site inspection, consistent with the amounts claimed by the Contractor, and consistent with the verification calculations.
- FMWH has relied on the cumulative amounts for the permanent works, certified in IPC 43, as the basis for calculating the cumulative amounts in IC 44 and hence the amounts due for the permanent works in IPC 44.
- As per FMWH certification, IPC 44 shows that the amount (inclusive of 5% VAT) of ₦ 1,337,946,577.99 (One Billion, Three Hundred Thirty-Seven Million, Nine Hundred Forty-Six Thousand, Five Hundred Seventy-Seven and Ninety-Nine) is due to the Contractor (Reynolds Construction Company Nigeria) for the period ending October 2021.
- Dar/TSL consider that the amount (inclusive of 7.5% VAT) of ₦ 1,369,802,448.90 (One Billion, Three Hundred Sixty-Nine Million, Eight Hundred Two Thousand, Four Hundred Forty-Eight Naira and Ninety Kobo) is due for payment to the Contractor for IPC 44.
- The difference between the amount certified by FMWH (The Engineer), and the amount recommended by the DAR/TSL (Technical Advisor) is due to the omission of amounts certified in Bill No.1, and to the application of VAT rate 7.5%

		Certified By FMWH	Recommended By DAR/TSI
A1	ADD: Value of Permanent Works	89,371,778,980.58:	89,371,778,980.58
A2	DEDUCT: 10% Retention (up to 5% of Permanent Works)	7,020,265,640.59:	7,020,265,640.59
	Subtotal A1-A2	82,351,513,339.99:	82,351,513,339.99
B1	ADD: Release of Retention Money		-
B2	ADD: Bill 1	1,016,694,571.53:	1,008,069,272.63
	Subtotal B1+B2	1,016,694,571.53:	1,008,069,272.63
C1	ADD: Provision and Installation of Street Lighting		-
C2	ADD: Toll Plaza		-
C3	ADD: Pedestrian Bridges		-
C4	ADD: Variation in price CPI		-
C5	ADD: Variation in price Labour		-
C6	ADD: Variation in price Fuel	21,978,649,256.50:	21,978,649,256.50
C7	ADD: Variation in price Materials		-
C8	ADD: Interest Incurred due to Payment Delay	1,100,293,925.31:	1,100,293,925.31
C9	ADD: Standby Cost during Suspension 10 months	2,754,601,900.00:	2,754,601,900.00
C10	ADD: Contingencies	78,719,077.50:	78,719,077.50
	Subtotal C1+C2+C3+C4+C5+C6+C7+C8+C9+C10	25,912,264,159.31:	25,912,264,159.31
D1	ADD: Advance Payment without VAT	25,214,844,187.17:	25,214,844,187.17
D2	DEDUCT: Payment on Advance	17,456,776,218.05:	17,456,776,218.05
	Subtotal D1-D2	7,758,067,969.12:	7,758,067,969.12
	Total Amount to be Certified (A+B+C+D) without VAT	117,038,540,039.95:	117,029,914,741.05
	DEDUCT: Amount Previously Certified without VAT	115,764,305,203.77:	115,755,679,904.87
	Total Amount due This month	1,274,234,836.18:	1,274,234,836.18
		@ 5.0%:	@ 7.5%
	ADD: VAT	63,711,741.81:	95,567,612.71
	Total Amount due this month with VAT	1,337,946,577.99:	1,369,802,448.90

5. Note About Scheduled Program

- According to the agreed Program, the road section from km 104 to km 107 (Ibadan bound), is scheduled for completion in Q3/2021.
- The actual situation for this section is as follows:
 - Km 104+000 to km 105+600 up to Macadam Stone
 - Km 105+600 to km 107+000 up to Wearing Course
- This is the only section behind schedule.

1- IPC 45 (APRIL, MAY 2021)

1.1- Ongoing works (April 2021)

Section 2.2: Km 24+400 to km 26+800, Shagamu bound near Loburo, The RCCG

- Construction of entrances

Section 2.2: Km 22+300 to km 23+900, Shagamu bound near Loburo, The RCCG

- Construction of U-drain
- Construction of median drain
- Construction of temporary access road

Section 3.1: Km 11+900 to km 13+500, Lagos bound near Arepo

- Laying and compaction of lateritic subgrade
- Laying and compaction of asphaltic base course
- Construction of trapezoidal drain
- Construction of entrances
- Construction of stone pitching
- Backfilling

Section 3.2: Km 4+800 to km 5+300, Ogun River Underpass near Ojodu Berger

- Landscaping and grass planting

Pedestrian bridge km 14+450, near Magboro

- Construction of bridge foundation
- Bridge foundation cast

Pedestrian bridge km 23+890, near RCCG

- Construction of bridge foundation
- Bridge foundation cast

Flyover km 16+540, between Magboro and Ibafo

- Installation of gullies

Interchange km 24+462, near Loburo, The RCCG

- Construction of pile caps and piers
- Construction of pier heads

Flyover km 37+700, near Shagamu Interchange

- Construction of abutment axis 0
- Production of beams

1.1- Ongoing works (May 2021)

Section 2.2: Km 22+300 to km 24+300, Lagos & Shagamu bound near Loburo, at RCCG

- Earthworks
- Laying and compaction of lateritic subgrade
- Construction of U-Channel and entrances

Section 3.1: Km 13+200 to km 15+333, Shagamu bound near Magboro

- Construction of median drain

Section 3.1: Km 11+900 to km 13+500, Lagos bound near Arepo

- Laying and compaction of asphaltic base course
- Laying and compaction of asphaltic binder course
- Construction of entrances
- Provide stone-pitching

Section 3.2: Km 4+800 to km 5+300, Ogun River Underpass near Ojodu Berger

- Provide stone-pitching
- Installation of Kerbstones
- Embankment

Section 3.3: Km 1+400 to km 4+000, Shagamu bound near Magodo

- Construction of U-channel and entrances

Flyover km 16+540, between Magboro and Ibafo

- Bridge finishing works

Interchange km 24+462, near Loburo, at RCCG

- Construction of pier heads
- Construction of pile cap
- Construction of bridge beams

Flyover km 37+700, near Shagamu Interchange

- Construction of bridge beams

1.2- IPC 45 Summary

- a) Certification as per FMWH: ₦ 845,251,459.42
- b) Certification as per DAR/TSL: ₦ 865,376,494.16
- c) The difference is due to:
 - Application of VAT rate 7.5%

Technical Update – Lagos Ibadan Expressway Section 1

1.1- IPC 45 summary table

		IPC 45	
		Certified FMWH	Recommended DAR
A1	ADD: Value of Permanent Works	58,210,435,176.50	58,210,435,176.50
A2	DEDUCT: 10% Retention (up to 5% of Permanent Works)	5,821,043,517.65	5,821,043,517.65
A3	ADD: Repayment Retention Money		
Subtotal A1-A2		52,389,391,658.85	52,389,391,658.85
B1	ADD: Bill 1	817,881,304.58	817,881,304.58
Subtotal B1		817,881,304.58	817,881,304.58
C1	ADD: Advance Payment	19,265,970,814.69	19,265,970,814.69
C2	DEDUCT: Recovery of Advance Payment	10,415,928,115.56	10,415,928,115.56
C3	ADD: Material on Site	160,099,250.08	160,099,250.08
C4	DEDUCT: Recovery Material on Site	160,099,250.08	160,099,250.08
Subtotal C1-C2+C3-C4		8,850,042,699.13	8,850,042,699.13
D1	ADD: Variation in price Labour	929,220,409.37	929,220,409.37
D2	ADD: Variation in price Materials	3,252,085,543.32	3,252,085,543.32
D3	ADD: Variation in price CPI	10,207,534,300.26	10,207,534,300.26
Subtotal D1+D2+D3		14,388,840,252.95	14,388,840,252.95
E1	ADD: Contingencies	493,364,349.37	493,364,349.37
Subtotal E1		493,364,349.37	493,364,349.37
F1	ADD: Standby Cost July 2015 - June 2016	2,372,882,280.69	2,372,882,280.69
F2	ADD: Interest from Outstanding Payment	1,205,958,294.13	1,205,958,294.13
Subtotal F1		3,578,840,574.82	3,578,840,574.82
Total Amount to be Certified (A+B+C+D+E+F)		80,518,360,839.74	80,518,360,839.74
DEDUCT: Amount Previously Certified without VAT		79,713,359,449.82	79,713,359,449.82
Total Amount due This month		805,001,389.92	805,001,389.92
ADD: VAT @ 5.0%		40,250,069.50	@ 7.5%
Total Amount due this month with VAT		845,251,459.42	865,376,494.16

1.2- Note about scheduled program

The works executed within IPC 45 are in line with the Recovered Program of Works with the following exceptions:

- Both Bounds: 0+000 to 4+700 (stretch of 4.7km)
Should have been concluded by Q1/2022
Actual status: works just started
- Ramps for bridges at 16+500, 24+500, 37+700 (3 ramps)
Should have been concluded by Q1/2022
Actual status: not started
- Pedestrian Bridges at 23+300, 28+072 (2 pedestrian bridges)
Should have been concluded by Q1/2022
Actual status: not started
- Concrete for toll gates at 6+000, 32+000 (2 toll gates)
Should have been concluded by Q1/2022
Actual status: not started

1- IPC 45 (OCTOBER 2021) – (RECOVERY OF RETENTION ONLY)

1.1- Ongoing works

No works ongoing for this IPC (Recovery of Retention Only)

1.2- IPC 45 Summary

- Amount certified by FMWH: ₦ 2,344,803,825.28
- Amount Recommended by DAR/TSL: ₦ 2,090,701,715.57
- The difference is due to:
 - Omission of amounts certified in Bill No.1,
 - Different interpretation of Clause 109 of the Contract related to recovery of Retention,
 - Different progress percentage calculated,
 - Application of VAT rate 7.5%

1.3- IPC 45 summary table

		IPC 45	
		Certified FMWH	Recommended DAR
A1	ADD: Value of Permanent Works	89,371,778,980.58	89,371,778,980.58
A2	DEDUCT: 10% Retention (up to 5% of Permanent Works)	7,020,265,640.59	7,020,265,640.59
Subtotal A1-A2		82,351,513,339.99	82,351,513,339.99
B1	ADD: Release of Retention Money	2,233,146,500.27	1,944,838,805.18
B2	ADD: Bill 1	1,016,694,571.53	1,008,069,272.63
Subtotal B1+B2		3,249,841,071.80	2,952,908,077.81
C1	ADD: Provision and Installation of Street Lighting	-	-
C2	ADD: Toll Plaza	-	-
C3	ADD: Pedestrian Bridges	-	-
C4	ADD: Variation in price CPI	-	-
C5	ADD: Variation in price Labour	21,978,649,256.50	21,978,649,256.50
C6	ADD: Variation in price Fuel	-	-
C7	ADD: Variation in price Materials	-	-
C8	ADD: Interest Incurred due to Payment Delay	1,100,293,925.31	1,100,293,925.31
C9	ADD: Standby Cost during Suspension 10 months	2,754,601,900.00	2,754,601,900.00
C10	ADD: Contingencies	78,719,077.50	78,719,077.50
Subtotal C1+C2+C3+C4+C5+C6+C7+C8+C9+C10		25,912,264,159.31	25,912,264,159.31
D1	ADD: Advance Payment without VAT	25,214,844,187.17	25,214,844,187.17
D2	DEDUCT: Payment on Advance	17,456,776,218.05	17,456,776,218.05
Subtotal D1-D2		7,758,067,969.12	7,758,067,969.12
Total Amount to be Certified (A+B+C+D) without VAT		119,271,686,540.22	118,974,753,546.23
DEDUCT: Amount Previously Certified without VAT		117,038,540,039.95	117,029,914,741.05
Total Amount due This month		2,233,146,500.27	1,944,838,805.18
ADD: VAT @ 5.0%		111,657,325.01	@ 7.5%
Total Amount due this month with VAT		2,344,803,825.28	2,090,701,715.57

Technical Update – Lagos Ibadan Expressway Section 2

1- IPC 46 (NOVEMBER 2021)

1.1- Ongoing works (November 2021)

		From	To	Length
Lagos Bound	Existing Road Repair	108+412	108+488	76 m
	Scarification	54+000	56+607	2,607 m
	Cut to Spoil	54+263	54+319	56 m
	Borrow to Fill	54+263	54+319	56 m
	Subbase Laterite	54+225	54+319	94 m
	Geogrid	54+115	57+741	3,626 m
	Stone Base Regulation	54+163	56+375	2,212 m
		56+977	57+741	764 m
	Stone Base 2nd Layer	54+115	57+741	3,626 m
	Stone Base 3rd Layer	54+499	57+756	3,257 m
	MC1	55+058	57+255	2,197 m
	MC2	57+255	57+761	506 m
	Tack Coat on 2nd Binder Layer	101+744	102+300	556 m
		104+276	104+955	679 m
	Asphalt Wearing Course	101+717	102+554	837 m
		103+126	103+721	595 m
		103+761	104+955	1,194 m
	Tack Coat on Wearing Course	101+717	102+975	1,258 m
	Macadam 1st Layer	56+021	57+762	1,741 m
	Tack Coat on Macadam 1st Layer	56+100	57+762	1,662 m
	Stone Pitching	49+262	49+475	213 m
	Chutes	103+363	104+336	973 m
		43+845	44+020	175 m
		49+100	49+263	163 m
		52+321	52+888	567 m
		101+775	101+800	25 m
		102+338	102+463	125 m
		104+025	104+938	913 m
	Side Drain	101+847	101+991	144 m
		102+110	103+426	1,316 m
	V-Drain	103+363	104+336	973 m
	Access U Drain	102+110	102+147	37 m
	Relief Culvert	54+200	55+500	1,300 m
Ibadan Bound	Scarification	106+330	107+000	670 m
	Subbase Laterite	106+250	106+525	275 m
	MC1	106+594	107+077	483 m
	Macadam 1st Layer	106+093	107+153	1,060 m
	Tack Coat on Macadam 1st Layer	106+093	107+347	1,254 m
	Macadam 2nd Layer	106+594	107+347	753 m
	Tack Coat on Macadam 2nd Layer	106+063	106+578	515 m
	Asphalt 1st Binder	105+684	106+578	894 m
	Tack Coat on 1st Binder Layer	105+684	106+222	538 m
	Asphalt 2nd Binder	105+951	106+222	271 m
	Catch Pit	106+625		
Median	Cut to Spoil	111+750	113+050	1,300 m
	Unsuitable	111+750	112+500	750 m
	Borrow to Fill	110+225	111+300	1,075 m
	Laterite Subbase	109+325	109+750	425 m
	Stone Base 1st Layer	109+075	109+700	625 m
	Subbase Laterite	109+750	110+100	350 m
Median (Ibadan Bound)	Cut to Spoil	109+050	109+450	400 m
	Borrow to Fill	109+050	109+450	400 m
	Subbase Laterite	110+100	110+500	400 m
Median (Lagos Bound)	Cut to Spoil	113+050	113+325	275 m
	Unsuitable	113+050	113+325	275 m
	Stone Base 1st Layer	54+225	54+393	168 m
		109+700	110+500	800 m

1.1- IPC 46 Summary

- Amount certified by FMWH: ₦ 1,211,031,502.90
- Amount certified by DAR/TSI: ₦ 1,239,865,586.33
- The difference is due to:
 - Omission of amounts certified in Bill No.1,
 - Application of VAT rate 7.5%

1.2- IPC 46 summary table

		IPC 46	
		Certified FMWH	Recommended DAR
A1	ADD: Value of Permanent Works	91,163,284,372.44	91,163,284,372.46
A2	DEDUCT: 10% Retention (up to 5% of Permanent Works)	7,020,265,640.59	7,020,265,640.59
Subtotal A1-A2		84,143,018,731.85	84,143,018,731.87
B1	ADD: Release of Retention Money	2,233,146,500.27	1,944,838,805.18
B2	ADD: Bill 1	1,016,694,571.53	1,008,069,272.63
Subtotal B1+B2		3,249,841,071.80	2,952,908,077.81
C1	ADD: Provision and Installation of Street Lighting	-	-
C2	ADD: Toll Plaza	-	-
C3	ADD: Pedestrian Bridges	-	-
C4	ADD: Variation in price CPI		
C5	ADD: Variation in price Labour	21,978,649,256.50	21,978,649,256.50
C6	ADD: Variation in price Fuel		
C7	ADD: Variation in price Materials		
C8	ADD: Interest Incurred due to Payment Delay	1,100,293,925.31	1,100,293,925.31
C9	ADD: Standby Cost during Suspension 10 months	2,754,601,900.00	2,754,601,900.00
C10	ADD: Contingencies	78,719,077.50	78,719,077.50
Subtotal C1+C2+C3+C4+C5+C6+C7+C8+C9+C10		25,912,264,159.31	25,912,264,159.31
D1	ADD: Advance Payment without VAT	25,214,844,187.17	25,214,844,187.17
D2	DEDUCT: Payment on Advance	18,094,918,273.81	18,094,918,273.81
Subtotal D1-D2		7,119,925,913.36	7,119,925,913.36
Total Amount to be Certified (A+B+C+D) without VAT		120,425,049,876.32	120,128,116,882.35
DEDUCT: Amount Previously Certified without VAT		119,271,686,540.22	118,974,753,546.23
Total Amount due This month		1,153,363,336.10	1,153,363,336.12
ADD: VAT		@ 5.0%	@ 7.5%
		57,668,166.80	86,502,250.21
Total Amount due this month with VAT		1,211,031,502.90	1,239,865,586.33

Technical Update – Lagos Ibadan Expressway Section 2

1- IPC 47 (DECEMBER 2021, JANUARY 2022)

1.1- Ongoing works (December 2021)

		From	To	Length
Lagos Bound	Stone Base 1st Layer	105+100	106+363	1,263 m
	Stone Base 3rd Layer	54+100	54+499	399 m
	MC1	54+452	55+058	606 m
	Macadam 1st Layer	54+094	54+605	511 m
		55+075	56+471	1,396 m
	Tack Coat on Macadam 1st Layer	55+400	56+100	700 m
	Macadam 2nd Layer	55+696	57+762	2,066 m
	Tack Coat on Macadam 2nd Layer	55+900	57+762	1,862 m
	Asphalt 1st Binder	56+264	56+861	597 m
	Tack Coat on 1st Binder Layer	56+813	57+425	612 m
	Asphalt 2nd Binder	57+012	57+762	750 m
	Access U Drain	102+147	102+175	28 m
Ibadan Bound	Scarification	51+200	51+288	88 m
	Borrow to Fill	110+125	110+475	350 m
		111+300	111+800	500 m
	Subbase Laterite	105+875	106+955	1,080 m
		109+200	109+388	188 m
		109+725	110+350	625 m
	Stone Base Regulation	51+200	51+363	163 m
	Stone Base 1st Layer	109+150	109+938	788 m
	Stone Base 2nd Layer	51+200	51+363	163 m
	Stone Base 3rd Layer	51+145	51+263	118 m
	MC1	51+135	51+381	246 m
		52+390	52+700	310 m
	Asphalt 1st Binder	56+602	57+762	1,160 m
	Stone Pitching	105+800	106+569	769 m
	Side Drain	106+225	106+731	506 m
Median (Ibadan Bound)	Cut to Spoil	109+450	110+763	1,313 m
		113+513	113+975	462 m
	Unsuitable	113+513	113+975	462 m
	Borrow to fill	109+450	110+763	1,313 m
	Removal of existing Culvert	110+225	110+233	8 m
Median (Lagos Bound)	Cut to Spoil	111+775	111+825	50 m
		113+275	113+513	238 m
	Unsuitable	113+650	113+850	200 m
	Borrow to fill	111+775	111+825	50 m

1.1- Ongoing works (January 2022)

		From	To	Length
Lagos Bound	Borrow to Fill	113+087	113+275	188 m
	Stone Base 1st layer	110+580	111+177	597 m
	Sub Base Laterite	54+425	55+750	1,325 m
	Asphaltic Binder 1st Layer	54+089	54+677	588 m
	Asphaltic Binder 2nd Layer	54+089	54+650	561 m
	Asphaltic Wearing	57+231	57+771	540 m
	Tack coat on 1st Binder	54+089	55+909	1,820 m
	Tack coat on 2nd Binder	56+750	57+762	1,012 m
	Tack coat on 2nd Macadam	54+089	54+489	400 m
	V-Drain	55+917	55+966	49 m
	V-Drain & Stone Pitching	55+227	56+158	931 m
	New Jersey	55+634	56+710	1,076 m
	Stone Pitching	55+917	55+965	48 m
	Stone Pitching	56+158	56+535	377 m
Ibadan Bound	Scarification	104+920	105+600	680 m
	Cut to Spoil	113+250	113+300	50 m
	Borrow to Fill	112+750	113+275	525 m
	Sub Base Laterite	111+338	111+700	362 m
	Stone Base Regulation	104+020	105+275	1,255 m
	Stone Base 1st layer	111+238	111+700	462 m
	Stone Base 2nd layer	104+020	105+275	1,255 m
	Stone Base 3rd layer	104+010	104+763	753 m
	Tack coat on 1st Binder	106+575	107+348	773 m
	Tack coat on 2nd Macadam	106+735	107+348	613 m
	Asphaltic Binder 1st & 2nd Layer	106+578	107+348	770 m
	Geogrid	104+020	105+275	1,255 m
	New Jersey	105+805	107+183	1,378 m
	Precast Chute	51+113	51+395	282 m
	Side Drain	101+786	101+875	89 m
	V-Drain & Stone Pitching	106+500	106+704	204 m
Median	Scarification	103+975	104+920	945 m
	Borrow to fill	112+800	114+275	1,475 m
	Sub Base Laterite	111+050	112+000	950 m
	Removal of existing Culverts	104+050	104+600	550 m

1.2- IPC 47 Summary

- Certification as per FMWH: ₦ 1,253,547,575
- Certification as per DAR/TSL: ₦ 1,283,393,946
- The difference is due to:
 - Omission of amounts certified in Bill No.1,
 - Application of VAT rate 7.5%

Technical Update – Lagos Ibadan Expressway Section 2

1.1- IPC 47 summary table

		IPC 47	
		Certified FMWH	Recommended DAR
A1	ADD: Value of Permanent Works	93,012,725,155.19	93,012,725,155.19
A2	DEDUCT: 10% Retention (up to 5% of Permanent Works)	7,020,265,640.59	7,020,265,640.59
Subtotal A1-A2		85,992,459,514.60	85,992,459,514.60
B1	ADD: Release of Retention Money	2,233,146,500.27	1,944,838,805.18
B2	ADD: Bill 1	1,016,694,571.53	1,008,069,272.63
Subtotal B1+B2		3,249,841,071.80	2,952,908,077.81
C1	ADD: Provision and Installation of Street Lighting	-	-
C2	ADD: Toll Plaza	-	-
C3	ADD: Pedestrian Bridges	-	-
C4	ADD: Variation in price CPI	21,978,649,256.50	21,978,649,256.50
C5	ADD: Variation in price Labour		
C6	ADD: Variation in price Fuel		
C7	ADD: Variation in price Materials		
C8	ADD: Interest Incurred due to Payment Delay	1,100,293,925.31	1,100,293,925.31
C9	ADD: Standby Cost during Suspension 10 months	2,754,601,900.00	2,754,601,900.00
C10	ADD: Contingencies	78,719,077.50	78,719,077.50
Subtotal C1+C2+C3+C4+C5+C6+C7+C8+C9+C10		25,912,264,159.31	25,912,264,159.31
D1	ADD: Advance Payment without VAT	25,214,844,187.17	25,214,844,187.17
D2	DEDUCT: Payment on Advance	18,750,504,222.67	18,750,504,222.67
Subtotal D1-D2		6,464,339,964.50	6,464,339,964.50
Total Amount to be Certified (A+B+C+D) without VAT		121,618,904,710.21	121,321,971,716.22
DEDUCT: Amount Previously Certified without VAT		120,425,049,876.32	120,128,116,882.35
Total Amount due This month		1,193,854,833.89	1,193,854,833.87
ADD: VAT		@ 5.0%	@ 7.5%
		59,692,741.69	89,539,112.54
Total Amount due this month with VAT		1,253,547,575.58	1,283,393,946.41

1.1- Note about scheduled program

The works executed within IPC 45, 46, 47 are in line with the Recovered Program of Works with the following exceptions:

- Lagos Bound: 48+000 to 48+500 (stretch of 500m)
Should have been concluded by Q4/2021
(Location of Toll Gate)
Actual status: not started
- Lagos Bound: 105+000 to 107+000 (stretch of 2km)
Should have been concluded by Q2/2022
Actual status: Crushed Stone Base level
- Pedestrian Bridges Concrete (5 pedestrian bridges)
Should have been concluded by Q2/2022
Actual status: not started

1- IPC 45 (APRIL, MAY 2021)

1.1- Ongoing works (April 2021)

Section 2.2: Km 24+400 to km 26+800, Shagamu bound near Loburo, The RCCG

- Construction of entrances

Section 2.2: Km 22+300 to km 23+900, Shagamu bound near Loburo, The RCCG

- Construction of U-drain
- Construction of median drain
- Construction of temporary access road

Section 3.1: Km 11+900 to km 13+500, Lagos bound near Arepo

- Laying and compaction of lateritic subgrade
- Laying and compaction of asphaltic base course
- Construction of trapezoidal drain
- Construction of entrances
- Construction of stone pitching
- Backfilling

Section 3.2: Km 4+800 to km 5+300, Ogun River Underpass near Ojodu Berger

- Landscaping and grass planting

Pedestrian bridge km 14+450, near Magboro

- Construction of bridge foundation
- Bridge foundation cast

Pedestrian bridge km 23+890, near RCCG

- Construction of bridge foundation
- Bridge foundation cast

Flyover km 16+540, between Magboro and Ibafo

- Installation of gullies

Interchange km 24+462, near Loburo, The RCCG

- Construction of pile caps and piers
- Construction of pier heads

Flyover km 37+700, near Shagamu Interchange

- Construction of abutment axis 0
- Production of beams

1.1- Ongoing works (May 2021)

Section 2.2: Km 22+300 to km 24+300, Lagos & Shagamu bound near Loburo, at RCCG

- Earthworks
- Laying and compaction of lateritic subgrade
- Construction of U-Channel and entrances

Section 3.1: Km 13+200 to km 15+333, Shagamu bound near Magboro

- Construction of median drain

Section 3.1: Km 11+900 to km 13+500, Lagos bound near Arepo

- Laying and compaction of asphaltic base course
- Laying and compaction of asphaltic binder course
- Construction of entrances
- Provide stone-pitching

Section 3.2: Km 4+800 to km 5+300, Ogun River Underpass near Ojodu Berger

- Provide stone-pitching
- Installation of Kerbstones
- Embankment

Section 3.3: Km 1+400 to km 4+000, Shagamu bound near Magodo

- Construction of U-channel and entrances

Flyover km 16+540, between Magboro and Ibafo

- Bridge finishing works

Interchange km 24+462, near Loburo, at RCCG

- Construction of pier heads
- Construction of pile cap
- Construction of bridge beams

Flyover km 37+700, near Shagamu Interchange

- Construction of bridge beams

1.2- IPC 45 Summary

- a) Certification as per FMWH: ₦ 845,251,459.42
- b) Certification as per DAR/TSL: ₦ 865,376,494.16
- c) The difference is due to:
 - Application of VAT rate 7.5%

1.1- IPC 46 Summary

- a) Certification as per FMWH: ₦ 3,689,072,345.66
- b) Certification as per DAR/TSL: ₦ 3,744,270,420.64
- c) The difference is due to:
 - Deduction of Overrun Items
 - Application of VAT rate 7.5% instead of 5%
- d) In this IPC:
 - Deduction of Overrun Items

1.2- IPC 46 summary table

		IPC 46	
		Certified FMWH	Recommended DAR
A1	ADD: Value of Permanent Works	61,605,662,727.13	61,575,302,744.93
A2	DEDUCT: 10% Retention (up to 5% of Permanent Works)	6,160,566,272.71	6,160,566,272.71
A3	ADD: Repayment Retention Money	2,002,184,038.63	2,002,184,038.63
Subtotal A1-A2		57,447,280,493.05	57,416,920,510.85
B1	ADD: Bill 1	817,881,304.58	817,881,304.58
Subtotal B1		817,881,304.58	817,881,304.58
C1	ADD: Advance Payment	19,265,970,814.69	19,265,970,814.69
C2	DEDUCT: Recovery of Advance Payment	12,058,717,790.43	12,058,717,790.43
C3	ADD: Material on Site	160,099,250.08	160,099,250.08
C4	DEDUCT: Recovery Material on Site	160,099,250.08	160,099,250.08
Subtotal C1-C2+C3-C4		7,207,253,024.26	7,207,253,024.26
D1	ADD: Variation in price Labour	4,279,609,027.32	4,279,609,027.32
D2	ADD: Variation in price Materials		
D3	ADD: Variation in price CPI	10,207,534,300.26	10,207,534,300.26
Subtotal D1+D2+D3		14,487,143,327.58	14,487,143,327.58
E1	ADD: Contingencies	493,364,349.37	493,364,349.37
Subtotal E1		493,364,349.37	493,364,349.37
F1	ADD: Standby Cost July 2015 - June 2016	2,372,882,280.69	2,372,882,280.69
F2	ADD: Interest from Outstanding Payment	1,205,958,294.13	1,205,958,294.13
Subtotal E1		3,578,840,574.82	3,578,840,574.82
Total Amount to be Certified (A+B+C+D+E+F)		84,031,763,073.70	84,001,403,091.50
DEDUCT: Amount Previously Certified without VAT		80,518,360,839.74	80,518,360,839.74
Total Amount due This month		3,513,402,233.96	3,483,042,251.75
ADD: VAT		@ 5.0%	@ 7.5%
		175,670,111.70	261,228,168.88
Total Amount due this month with VAT		3,689,072,345.66	3,744,270,420.64

2- NOTE ABOUT SCHEDULED PROGRAM

The works executed within IPC 46 are in line with the Recovered Program of Works with the following exceptions:

- a) Shagamu Bound: 0+000 to 3+000 (stretch of 3km)
Should have been concluded by Q1/2022
Actual status: not started
- b) Lagos Bound: 0+000 to 3+000 (stretch of 3km)
Should have been concluded by Q1/2022
Actual status: works ongoing
- c) Shagamu Bound: 3+000 to 4+700 (stretch of 1.7km)
Should have been concluded by Q3/2021
Actual status: not started
- d) Lagos Bound: 3+000 to 4+700 (stretch of 1.7km)
Should have been concluded by Q1/2022
Actual status: not started
- e) Ramps for bridges at 16+500, 24+500, 37+700 (3 ramps)
Should have been concluded by Q1/2022
Actual status: not started
- f) Pedestrian Bridges at 21+030, 22+073 (2 pedestrian bridges)
Should have been concluded by Q4/2021
Actual status: not started
- g) Pedestrian Bridges at 23+300, 28+072 (2 pedestrian bridges)
Should have been concluded by Q1/2022
Actual status: not started
- h) Concrete for toll gates at 6+000, 32+000 (2 toll gates)
Should have been concluded by Q1/2022
Actual status: not started
- i) All Carriageway works, even when not mentioned in the program for utilization of the recovered funds, are being carried out by the Contractor as agreed and as instructed.

Technical Update – Lagos Ibadan Expressway Section 2

1- IPC 46 (NOVEMBER 2021)

1.1- Ongoing works (November 2021)

		From	To	Length
Lagos Bound	Existing Road Repair	108+412	108+488	76 m
	Scarification	54+000	56+607	2,607 m
	Cut to Spoil	54+263	54+319	56 m
	Borrow to Fill	54+263	54+319	56 m
	Subbase Laterite	54+225	54+319	94 m
	Geogrid	54+115	57+741	3,626 m
	Stone Base Regulation	54+163	56+375	2,212 m
		56+977	57+741	764 m
	Stone Base 2nd Layer	54+115	57+741	3,626 m
	Stone Base 3rd Layer	54+499	57+756	3,257 m
	MC1	55+058	57+255	2,197 m
	MC2	57+255	57+761	506 m
	Tack Coat on 2nd Binder Layer	101+744	102+300	556 m
		104+276	104+955	679 m
	Asphalt Wearing Course	101+717	102+554	837 m
		103+126	103+721	595 m
		103+761	104+955	1,194 m
	Tack Coat on Wearing Course	101+717	102+975	1,258 m
	Macadam 1st Layer	56+021	57+762	1,741 m
	Tack Coat on Macadam 1st Layer	56+100	57+762	1,662 m
	Stone Pitching	49+262	49+475	213 m
		103+363	104+336	973 m
	Chutes	43+845	44+020	175 m
		49+100	49+263	163 m
		52+321	52+888	567 m
		101+775	101+800	25 m
		102+338	102+463	125 m
		104+025	104+938	913 m
	Side Drain	101+847	101+991	144 m
		102+110	103+426	1,316 m
	V-Drain	103+363	104+336	973 m
	Access U Drain	102+110	102+147	37 m
	Relief Culvert	54+200	55+500	1,300 m
Ibadan Bound	Scarification	106+330	107+000	670 m
	Subbase Laterite	106+250	106+525	275 m
	MC1	106+594	107+077	483 m
	Macadam 1st Layer	106+093	107+153	1,060 m
	Tack Coat on Macadam 1st Layer	106+093	107+347	1,254 m
	Macadam 2nd Layer	106+594	107+347	753 m
	Tack Coat on Macadam 2nd Layer	106+063	106+578	515 m
	Asphalt 1st Binder	105+684	106+578	894 m
	Tack Coat on 1st Binder Layer	105+684	106+222	538 m
	Asphalt 2nd Binder	105+951	106+222	271 m
	Catch Pit	106+625		
		111+750	113+050	1,300 m
Median	Cut to Spoil	111+750	112+500	750 m
	Unsuitable	110+225	111+300	1,075 m
	Borrow to Fill	109+325	109+750	425 m
	Laterite Subbase	109+075	109+700	625 m
	Stone Base 1st Layer	109+750	110+100	350 m
Median (Ibadan Bound)	Cut to Spoil	109+050	109+450	400 m
	Borrow to Fill	109+050	109+450	400 m
	Subbase Laterite	110+100	110+500	400 m
Median (Lagos Bound)	Cut to Spoil	113+050	113+325	275 m
	Unsuitable	113+050	113+325	275 m
	Stone Base 1st Layer	54+225	54+393	168 m
		109+700	110+500	800 m

1.1- IPC 46 Summary

- Amount certified by FMWH: ₦ 1,211,031,502.90
- Amount certified by DAR/TSI: ₦ 1,239,865,586.33
- The difference is due to:
 - Omission of amounts certified in Bill No.1,
 - Application of VAT rate 7.5%

1.2- IPC 46 summary table

		IPC 46	
		Certified FMWH	Recommended DAR
A1	ADD: Value of Permanent Works	91,163,284,372.44	91,163,284,372.46
A2	DEDUCT: 10% Retention (up to 5% of Permanent Works)	7,020,265,640.59	7,020,265,640.59
Subtotal A1-A2		84,143,018,731.85	84,143,018,731.87
B1	ADD: Release of Retention Money	2,233,146,500.27	1,944,838,805.18
B2	ADD: Bill 1	1,016,694,571.53	1,008,069,272.63
Subtotal B1+B2		3,249,841,071.80	2,952,908,077.81
C1	ADD: Provision and Installation of Street Lighting	-	-
C2	ADD: Toll Plaza	-	-
C3	ADD: Pedestrian Bridges	-	-
C4	ADD: Variation in price CPI		
C5	ADD: Variation in price Labour	21,978,649,256.50	21,978,649,256.50
C6	ADD: Variation in price Fuel		
C7	ADD: Variation in price Materials		
C8	ADD: Interest Incurred due to Payment Delay	1,100,293,925.31	1,100,293,925.31
C9	ADD: Standby Cost during Suspension 10 months	2,754,601,900.00	2,754,601,900.00
C10	ADD: Contingencies	78,719,077.50	78,719,077.50
Subtotal C1+C2+C3+C4+C5+C6+C7+C8+C9+C10		25,912,264,159.31	25,912,264,159.31
D1	ADD: Advance Payment without VAT	25,214,844,187.17	25,214,844,187.17
D2	DEDUCT: Payment on Advance	18,094,918,273.81	18,094,918,273.81
Subtotal D1-D2		7,119,925,913.36	7,119,925,913.36
Total Amount to be Certified (A+B+C+D) without VAT		120,425,049,876.32	120,128,116,882.35
DEDUCT: Amount Previously Certified without VAT		119,271,686,540.22	118,974,753,546.23
Total Amount due This month		1,153,363,336.10	1,153,363,336.12
ADD: VAT @ 5.0%		57,668,166.80	86,502,250.21
Total Amount due this month with VAT		1,211,031,502.90	1,239,865,586.33

Technical Update – Lagos Ibadan Expressway Section 2

1- IPC 47 (DECEMBER 2021, JANUARY 2022)

1.1- Ongoing works (December 2021)

		From	To	Length
Lagos Bound	Stone Base 1st Layer	105+100	106+363	1,263 m
	Stone Base 3rd Layer	54+100	54+499	399 m
	MC1	54+452	55+058	606 m
	Macadam 1st Layer	54+094	54+605	511 m
		55+075	56+471	1,396 m
	Tack Coat on Macadam 1st Layer	55+400	56+100	700 m
	Macadam 2nd Layer	55+696	57+762	2,066 m
	Tack Coat on Macadam 2nd Layer	55+900	57+762	1,862 m
	Asphalt 1st Binder	56+264	56+861	597 m
	Tack Coat on 1st Binder Layer	56+813	57+425	612 m
	Asphalt 2nd Binder	57+012	57+762	750 m
	Access U Drain	102+147	102+175	28 m
Ibadan Bound	Scarification	51+200	51+288	88 m
	Borrow to Fill	110+125	110+475	350 m
		111+300	111+800	500 m
	Subbase Laterite	105+875	106+955	1,080 m
		109+200	109+388	188 m
		109+725	110+350	625 m
	Stone Base Regulation	51+200	51+363	163 m
	Stone Base 1st Layer	109+150	109+938	788 m
	Stone Base 2nd Layer	51+200	51+363	163 m
	Stone Base 3rd Layer	51+145	51+263	118 m
	MC1	51+135	51+381	246 m
		52+390	52+700	310 m
	Asphalt 1st Binder	56+602	57+762	1,160 m
	Stone Pitching	105+800	106+569	769 m
	Side Drain	106+225	106+731	506 m
Median (Ibadan Bound)	Cut to Spoil	109+450	110+763	1,313 m
		113+513	113+975	462 m
	Unsuitable	113+513	113+975	462 m
	Borrow to fill	109+450	110+763	1,313 m
	Removal of existing Culvert	110+225	110+233	8 m
Median (Lagos Bound)	Cut to Spoil	111+775	111+825	50 m
		113+275	113+513	238 m
	Unsuitable	113+650	113+850	200 m
	Borrow to fill	111+775	111+825	50 m

1.1- Ongoing works (January 2022)

		From	To	Length
Lagos Bound	Borrow to Fill	113+087	113+275	188 m
	Stone Base 1st layer	110+580	111+177	597 m
	Sub Base Laterite	54+425	55+750	1,325 m
	Asphaltic Binder 1st Layer	54+089	54+677	588 m
	Asphaltic Binder 2nd Layer	54+089	54+650	561 m
	Asphaltic Wearing	57+231	57+771	540 m
	Tack coat on 1st Binder	54+089	55+909	1,820 m
	Tack coat on 2nd Binder	56+750	57+762	1,012 m
	Tack coat on 2nd Macadam	54+089	54+489	400 m
	V-Drain	55+917	55+966	49 m
	V-Drain & Stone Pitching	55+227	56+158	931 m
	New Jersey	55+634	56+710	1,076 m
	Stone Pitching	55+917	55+965	48 m
	Stone Pitching	56+158	56+535	377 m
Ibadan Bound	Scarification	104+920	105+600	680 m
	Cut to Spoil	113+250	113+300	50 m
	Borrow to Fill	112+750	113+275	525 m
	Sub Base Laterite	111+338	111+700	362 m
	Stone Base Regulation	104+020	105+275	1,255 m
	Stone Base 1st layer	111+238	111+700	462 m
	Stone Base 2nd layer	104+020	105+275	1,255 m
	Stone Base 3rd layer	104+010	104+763	753 m
	Tack coat on 1st Binder	106+575	107+348	773 m
	Tack coat on 2nd Macadam	106+735	107+348	613 m
	Asphaltic Binder 1st & 2nd Layer	106+578	107+348	770 m
	Geogrid	104+020	105+275	1,255 m
	New Jersey	105+805	107+183	1,378 m
	Precast Chute	51+113	51+395	282 m
	Side Drain	101+786	101+875	89 m
	V-Drain & Stone Pitching	106+500	106+704	204 m
Median	Scarification	103+975	104+920	945 m
	Borrow to fill	112+800	114+275	1,475 m
	Sub Base Laterite	111+050	112+000	950 m
	Removal of existing Culverts	104+050	104+600	550 m

1.2- IPC 47 Summary

- Certification as per FMWH: ₦ 1,253,547,575
- Certification as per DAR/TSL: ₦ 1,283,393,946
- The difference is due to:
 - Omission of amounts certified in Bill No.1,
 - Application of VAT rate 7.5%

Technical Update – Lagos Ibadan Expressway Section 2

1.1- IPC 47 summary table

		IPC 47	
		Certified FMWH	Recommended DAR
A1	ADD: Value of Permanent Works	93,012,725,155.19	93,012,725,155.19
A2	DEDUCT: 10% Retention (up to 5% of Permanent Works)	7,020,265,640.59	7,020,265,640.59
Subtotal A1-A2		85,992,459,514.60	85,992,459,514.60
B1	ADD: Release of Retention Money	2,233,146,500.27	1,944,838,805.18
B2	ADD: Bill 1	1,016,694,571.53	1,008,069,272.63
Subtotal B1+B2		3,249,841,071.80	2,952,908,077.81
C1	ADD: Provision and Installation of Street Lighting	-	-
C2	ADD: Toll Plaza	-	-
C3	ADD: Pedestrian Bridges	-	-
C4	ADD: Variation in price CPI	21,978,649,256.50	21,978,649,256.50
C5	ADD: Variation in price Labour		
C6	ADD: Variation in price Fuel		
C7	ADD: Variation in price Materials		
C8	ADD: Interest Incurred due to Payment Delay	1,100,293,925.31	1,100,293,925.31
C9	ADD: Standby Cost during Suspension 10 months	2,754,601,900.00	2,754,601,900.00
C10	ADD: Contingencies	78,719,077.50	78,719,077.50
Subtotal C1+C2+C3+C4+C5+C6+C7+C8+C9+C10		25,912,264,159.31	25,912,264,159.31
D1	ADD: Advance Payment without VAT	25,214,844,187.17	25,214,844,187.17
D2	DEDUCT: Payment on Advance	18,750,504,222.67	18,750,504,222.67
Subtotal D1-D2		6,464,339,964.50	6,464,339,964.50
Total Amount to be Certified (A+B+C+D) without VAT		121,618,904,710.21	121,321,971,716.22
DEDUCT: Amount Previously Certified without VAT		120,425,049,876.32	120,128,116,882.35
Total Amount due This month		1,193,854,833.89	1,193,854,833.87
ADD: VAT		@ 5.0%	@ 7.5%
		59,692,741.69	89,539,112.54
Total Amount due this month with VAT		1,253,547,575.58	1,283,393,946.41

1.1- Note about scheduled program

The works executed within IPC 45, 46, 47 are in line with the Recovered Program of Works with the following exceptions:

- Lagos Bound: 48+000 to 48+500 (stretch of 500m)
Should have been concluded by Q4/2021
(Location of Toll Gate)
Actual status: not started
- Lagos Bound: 105+000 to 107+000 (stretch of 2km)
Should have been concluded by Q2/2022
Actual status: Crushed Stone Base level
- Pedestrian Bridges Concrete (5 pedestrian bridges)
Should have been concluded by Q2/2022
Actual status: not started

1. IPC 48 (AUGUST, SEPTEMBER, OCTOBER 2022)

1.1 - Ongoing works (August 2022)

Km 0+000 to km 3+000, Lagos bound

- Casting of median barrier.
- Cleaning and spraying of bitumen material on the main carriage way.
- Earthworks on the carriage way.
- Earthworks on the hard shoulder.
- Earthworks on the main carriage way.
- Filling and compacting of laterite on the carriage way, RHS.
- Laying and compaction of asphalt binder course materials on main carriage
- Laying and compaction of asphaltic macadam on the main carriage way.
- Laying and compaction of base course blinding on main carriageway
- Laying and compaction of base course material on main carriageway
- Milling of existing asphalt on the main carriage way.

Km 7+000 to km 11+862, Lagos bound

- Milling of existing asphalt on the main carriage way.
- Earthworks on main carriageway and median drain.
- Sand cement stabilization on the main carriageway.
- Earthworks on main carriageway and median drain.
- Filling of laterite on the median drain.

Km 11+900, Shagamu Bound / km 43+600, Lagos Bound

- Road Marking

1.2 - Ongoing works (September 2022)

Km 0+000 to km 3+000, Lagos bound

- Casting of kerbstone.
- Casting of median barrier.
- Cleaning and spraying of bitumen material on the main carriage way.
- Earthworks on main carriageway.
- Laying and compaction of asphalt sasobit binder course materials on main carriage way.
- Laying and compaction of asphalt sasobit wearing course material on the main carriage way.
- Laying and compaction of asphaltic macadam materials on main carriage way.
- Laying and compaction of base course material on main carriageway.
- Milling of existing asphalt on the main carriage way.

Km 6+300 to km 7+400, Lagos bound

- Cleaning and spraying of bitumen material on the main carriage way.
- Earthworks on main carriageway and median.
- Filling of laterite on the median drain.
- Laying and compaction of asphaltic
- Laying and compaction of base course material on main carriage way
- Stabilization of sand cement on the carriage way.

1.3 - Ongoing works (October 2022)

Km 0+000 to km 2+800, Lagos bound

- Casting of kerbstone.
- Cleaning and spraying of bitumen material on the main carriage way.
- Cutting of embankment.
- Laying and compaction of asphalt sasobit binder course materials on main carriage way.
- Laying and compaction of asphaltic macadam materials on main carriage way.
- Laying and compaction of base course material on main carriageway.
- Milling of existing asphalt on the main carriage way.

Km 6+300 to km 7+400, Lagos bound

- Casting of median barrier.
- Cleaning and spraying of bitumen material on the main carriage way.
- Earthworks & Stabilization.
- Earthworks on main carriageway and median.
- Laying and compaction of asphalt binder course on main carriage way.
- Laying and compaction of asphaltic macadam materials on main carriage way.
- Laying and compaction of base course material on main carriage way
- Milling of existing asphalt.
- Sand-cement stabilization on the carriage way.

1.4 - IPC 48 Summary

- Certification as per FMWH: ₦2,001,303,461.49
- Certification as per DAR/TSI: ₦ 2,069,774,818.93
- The difference is due to:
 - Deduction / Reinstatement of Overrun Items
 - Application of VAT rate 7.5% instead of 5%

Technical Update – Lagos – Ibadan Expressway Section 2

1.5 - IPC 48 summary table

		IPC 48	
		Certified FMWH	Recommended DAR
A1	ADD: Value of Permanent Works	65,206,005,948.73	65,178,461,352.12
A2	DEDUCT: 10% Retention (up to 5% of Permanent Works)	4,499,626,849.57	4,499,626,849.57
A3	ADD: Repayment Retention Money	1,468,453,222.00	1,468,453,222.00
	Subtotal A1-A2	62,174,832,321.16	62,147,287,724.55
B1	ADD: Bill 1	822,309,149.58	817,881,304.58
	Subtotal B1	822,309,149.58	817,881,304.58
C1	ADD: Advance Payment	19,265,970,814.69	19,265,970,814.69
C2	DEDUCT: Recovery of Advance Payment	16,540,481,203.84	16,540,481,203.84
C3	ADD: Material on Site	160,099,250.08	160,099,250.08
C4	DEDUCT: Recovery Material on Site	160,099,250.08	160,099,250.08
	Subtotal C1-C2+C3-C4	2,725,489,610.85	2,725,489,610.85
D1	ADD: Variation in price Labour	1,123,275,569.37	1,123,275,569.37
D2	ADD: Variation in price Materials	6,570,502,079.92	6,570,502,079.92
D3	ADD: Variation in price CPI	13,482,047,901.32	13,482,047,901.32
	Subtotal D1+D2+D3	21,175,825,550.61	21,175,825,550.61
E1	ADD: Contingencies	582,464,349.37	582,464,349.37
	Subtotal E1	582,464,349.37	582,464,349.37
F1	ADD: Standby Cost July 2015 - June 2016	2,372,882,280.69	2,372,882,280.69
F2	ADD: Interest from Outstanding Payment	1,205,958,294.13	1,205,958,294.13
	Subtotal E1	3,578,840,574.82	3,578,840,574.82
	Total Amount to be Certified (A+B+C+D+E+F)	91,059,761,555.88	91,027,789,114.78
	DEDUCT: Amount Previously Certified without VAT	89,153,758,259.23	89,102,417,190.18
	Total Amount due This month	1,906,003,296.66	1,925,371,924.59
	@ 5.0%		@ 7.5%
	ADD: VAT	95,300,164.83	144,402,894.34
	Total Amount due this month with VAT	2,001,303,461.49	2,069,774,818.93

2. NOTE ABOUT SCHEDULED PROGRAM

The works executed within IPC 48 (period up to October 2022) are in line with the Recovered Program of Works with the following exceptions:

- **Shagamu Bound: 0+000 to 3+000 (stretch of 3km)**
Should have been concluded by Q1/2022
Status as of IPC 48: not started
Actual status: works ongoing, approximate progress 70%
- **Lagos Bound: 0+000 to 3+000 (stretch of 3km)**
Should have been concluded by Q1/2022
Status as of IPC 48: works ongoing
Actual status: works completed
- **Shagamu Bound: 3+000 to 4+700 (stretch of 1.7km)**
Should have been concluded by Q3/2021
Status as of IPC 48: not started
Actual status: works ongoing, approximate progress 35%
- **Lagos Bound: 3+000 to 4+700 (stretch of 1.7km)**
Should have been concluded by Q1/2022
Status as of IPC 48: not started
Actual status: works ongoing, approximate progress 35%
- **Ramps for bridges at 16+500, 24+500, 37+700 (3 ramps)**
Should have been concluded by Q1/2022
Status as of IPC 48: not started
Actual status: not started
- **Pedestrian Bridges at 21+030, 22+073 (2 pedestrian bridges)**
Should have been concluded by Q4/2021
Status as of IPC 48: not started
Actual status: not started
- **Pedestrian Bridges at 23+300, 28+072 (2 pedestrian bridges)**
Should have been concluded by Q1/2022
Status as of IPC 48: not started
Actual status: not started
- **Concrete for toll gates at 6+000, 32+000 (2 toll gates)**
Should have been concluded by Q1/2022
Status as of IPC 48: not started
Actual status: not started
- **All Carriageway works, even when not mentioned in the program for utilization of the recovered funds, are being carried out by the Contractor as agreed and as instructed.**

IPC 52 (MAY, JUNE 2023)

Ongoing works (May 2023)

Km 1+400 to km 2+860, Shagamu bound (RHS)

Location: (Secretariat area – Towards Otedola Bridge)

- Casting of median barrier
- Cleaning and spraying of bitumen on carriage way
- Cleaning and spraying of bitumen on carriage way
- Compaction of existing stone base
- Compaction of existing sub base stone
- Demolition and crushing of existing Median Barrier
- Earthworks and Compaction
- Excavation, filling and compaction of lateritic material
- Laying and compaction of asphalt sasobit binder materials on main carriageway
- Laying and compaction of basecourse materials on carriageway
- Laying of asphaltic Macadam
- Laying of Median Barrier and
- Laying, compaction of asphaltic Wearing course
- Milling of existing Asphalt

Km 3+064 to km 4+000, Shagamu bound (RHS)

Location: (Otedola Estate towards Berger Bus stop)

- Breaking of existing median barrier
- Casting of concrete blinding
- Cleaning and spraying of bitumen on carriage way
- Compaction of existing sub base stone
- Excavation and cat away of bad material
- Excavation, filling and compaction of lateritic material
- Installation of U-channel drainage
- Laying and compaction of asphalt sasobit binder materials on main carriageway
- Laying and compaction of basecourse materials on carriageway
- Laying and compaction of sub basecourse material on carriageway
- Laying of asphaltic Macadam
- Milling of existing Asphalt

Km 4+555 to km 4+750, Shagamu bound (RHS)

Location: (Near Entrance to Berger Bridge Underpass)

- Casting of concrete blinding
- Installation of U-channel drainage
- Excavation for drainage

Km 3+040 to km 4+000, Lagos bound (LHS)

Location: (Otedola Bridge - Berger Bus stop area)

- Cleaning and spraying of bitumen on carriage way
- Compaction of existing sub base stone
- Earthworks and Compaction
- Excavation and cat away of bad material
- Excavation, filling and compaction of lateritic material
- Laying and compaction of asphalt sasobit binder materials on main carriageway
- Laying and compaction of basecourse materials on carriageway
- Laying of asphaltic Macadam
- Laying of Kerb Stone
- Milling of existing asphalt

Km 4+500 to km 4+850, Lagos bound (LHS)

Location: (Berger Bus stop area)

- Earthworks and Compaction
- Excavation, filling and compaction of lateritic material
- Laying and compaction of basecourse materials on carriageway
- Milling of existing asphalt

Ongoing works (June 2023)

Km 1+400 to km 2+860, Shagamu bound (RHS)

Location: (Secretariat area – Towards Otedola Bridge)

- Casting of median barrier
- Cleaning and spraying of bitumen on carriage way
- Compaction of existing sub base stone
- Earthworks and Compaction
- Excavation, filling and compaction of lateritic material
- Kerb Stone installation
- Laterite cement stabilization
- Laying and compaction of asphalt sasobit binder materials on main carriageway
- Laying and compaction of basecourse materials on carriageway
- Laying of asphaltic Macadam
- Milling of existing Asphalt

Km 3+064 to km 4+000, Shagamu bound (RHS)

Location: (Otedola Estate towards Berger Bus stop)

- Breaking of existing median barrier
- Casting of median barrier
- Cleaning and spraying of bitumen on carriage way
- Compaction of existing sub base stone
- Excavation, filling and compaction of lateritic material
- Laying and compaction of asphalt sasobit binder materials on main carriageway
- Laying and compaction of basecourse materials on carriageway
- Laying and compaction of sub basecourse material on carriageway
- Laying of asphaltic Macadam
- Milling of existing Asphalt

Km 3+340 to km 4+150, Shagamu bound (RHS)

Location: (Otedola Estate towards Berger Bus stop)

- Casting of in situ crash barrier
- Cleaning and spraying of bitumen on carriage way
- Compaction of existing sub base stone
- Excavation, filling and compaction of lateritic material
- Laying and compaction of asphalt sasobit binder materials on main carriageway
- Laying and compaction of basecourse materials on carriageway
- Laying and compaction of sub basecourse material on carriageway
- Laying of asphaltic Macadam

Km 4+555 to km 4+800, Shagamu bound (RHS)

Location: (Near Entrance to Berger Bridge Underpass)

- Casting of concrete blinding
- Excavation, filling and compaction of lateritic material
- Installation of U-channel drainage
- Laying and compaction of basecourse materials on carriageway
- Laying and compaction of sub basecourse material on carriageway
- Milling of existing Asphalt

Km 3+900 to km 4+850, Lagos bound (LHS)

Location: (Berger Bus stop area)

- Breaking of existing median barrier
- Casting of in situ crash barrier
- Cleaning and spraying of bitumen on carriage way
- Compaction of existing sub base stone
- Earthworks and Compaction
- Excavation, filling and compaction of lateritic material
- Laying and compaction of asphalt sasobit binder materials on main carriageway
- Laying and compaction of asphalt wearing materials on main carriageway
- Laying and compaction of basecourse materials on carriageway
- Laying and compaction of sub basecourse material on carriageway
- Laying of asphaltic Macadam
- Laying of Kerb Stone
- Milling of existing Asphalt

IPC 52 Summary

a) Certification as per FMWH: ₦ 3,078,136,838.08

a) Certification as per DAR/TSL: ₦ 3,070,787,307.46

a) The cumulative difference is due to:

- VAT revision from 5% to 7.50%
- Omission of Bill No. 1 items.
- Cumulative Omission of Overrun Items.
- Omissions of certified amounts for Bill No.5 & Bill No.6 in IPC 50 due to inconsistencies in reported cumulative from previous IPC 49. Clarification / Confirmation required by FMWH.

IPC 52 Summary Table		IPC 52	
		Certified FMWH (₦)	Recommended DAR/TSL (₦)
A1	ADD: Value of Permanent Works	69,734,861,919.85:	69,412,714,333.90
A2	DEDUCT: 10% Retention (up to 5% of Permanent Works)	4,499,626,849.57:	4,499,626,849.57
A3	ADD: Repayment Retention Money	1,468,453,222.00:	1,468,453,222.00
Subtotal A1-A2		66,703,688,292.28:	66,381,540,706.33
B1	ADD: Bill 1	822,309,149.58:	817,881,304.58
Subtotal B1		822,309,149.58:	817,881,304.58
C1	ADD: Advance Payment	19,265,970,814.69:	19,265,970,814.69
C2	DEDUCT: Recovery of Advance Payment	19,265,970,814.69:	19,265,970,814.69
C3	ADD: Material on Site	160,099,250.08:	160,099,250.08
C4	DEDUCT: Recovery Material on Site	160,099,250.08:	160,099,250.08
Subtotal C1-C2+C3-C4		0.00:	0.00
D1	ADD: Variation in price Labour	1,187,371,898.37:	1,187,371,898.37
D2	ADD: Variation in price Materials	13,103,321,686.29:	13,103,321,686.29
D3	ADD: Variation in price CPI	15,429,614,231.22:	15,429,614,231.22
Subtotal D1+D2+D3		29,720,307,815.88:	29,720,307,815.88
E1	ADD: Contingencies	582,464,349.37:	582,464,349.37
Subtotal E1		582,464,349.37:	582,464,349.37
F1	ADD: Standby Cost July 2015 - June 2016	2,372,882,280.69:	2,372,882,280.69
F2	ADD: Interest from Outstanding Payment	1,205,958,294.13:	1,205,958,294.13
Subtotal E1		3,578,840,574.82:	3,578,840,574.82
Total Amount to be Certified (A+B+C+D+E+F)		101,407,610,181.91:	101,081,034,750.98
DEDUCT: Amount Previously Certified without VAT		98,476,051,288.50:	98,224,488,418.46
Total Amount due This month		2,931,558,893.41:	2,856,546,332.52
@ 5.0%:			@ 7.5%
ADD: VAT		146,577,944.67:	214,240,974.94
Total Amount due this month with VAT		3,078,136,838.08:	3,070,787,307.46

IPC 53 (JULY 2023)

Ongoing works (July 2023)

Km 2+380 to km 2+860, Shagamu bound (RHS)

Location: (Secretariat area – Towards Otedola Bridge)

- Laying of asphaltic Macadam
- Cleaning and spraying of bitumen on carriage way
- Laying and compaction of asphalt sasobit binder materials on main carriageway

Km 3+340 to km 4+400, Shagamu bound (RHS)

Location: (Otedola Estate towards Berger Bus stop)

- Casting of in situ crash barrier
- Cleaning and spraying of bitumen on carriage way
- Compaction of existing sub base stone
- Excavation, filling and compaction of lateritic material
- Laying and compaction of asphalt sasobit binder materials on main carriageway
- Laying and compaction of basecourse materials on carriageway
- Laying and compaction of sub basecourse material on carriageway
- Laying of asphaltic Macadam
- Milling of existing asphaltic material

Km 6+116 to km 6+400, Median Drain Work

Location: (Immediately after Kara Bridge)

- Excavation and casting of median trapezoidal drain

Km 3+900 to km 4+930, Lagos bound (LHS)

Location: (Berger Bus stop area)

- Casting of in situ crash barrier
- Casting of in situ of Kerb stone
- Cleaning and spraying of bitumen on carriage way
- Excavation, filling and compaction of lateritic material
- Laying and compaction of asphalt sasobit binder materials on main carriageway
- Laying and compaction of basecourse materials on carriageway
- Laying and compaction of sub basecourse material on carriageway
- Laying of asphaltic Macadam
- Milling of existing asphaltic material

Km 4+555 to km 4+800, Shagamu bound (RHS)

Location: (Near Entrance to Berger Bridge Underpass)

- Laying and compaction of sub basecourse material on carriageway
- Laying of asphaltic Macadam
- Cleaning and spraying of bitumen on carriage way
- Laying and compaction of asphalt sasobit binder materials on main carriageway

IPC 53 Summary

a) Certification as per FMWH: ₦ 1,545,803,740.01

a) Certification as per DAR/TSL: ₦ 1,537,428,508.31

a) The cumulative difference is due to:

- VAT revision from 5% to 7.50%
- Omission of Bill No. 1 items.
- Cumulative Omission of Overrun Items.
- Omissions of certified amounts for Bill No.5 & Bill No.6 in IPC 50 due to inconsistencies in reported cumulative from previous IPC 49. Clarification / Confirmation required by FMWH.
- The previously certified amount being rectified in line with IPC 52 recommendation.

IPC 53 Summary Table		IPC 53	
		Certified FMWH (₦)	Recommended DAR/TSL (₦)
A1	ADD: Value of Permanent Works	70,333,338,676.01	69,969,163,106.20
A2	DEDUCT: 10% Retention (up to 5% of Permanent Works)	4,499,626,849.57	4,499,626,849.57
A3	ADD: Repayment Retention Money	1,468,453,222.00	1,468,453,222.00
	Subtotal A1-A2	67,302,165,048.44	66,937,989,478.63
B1	ADD: Bill 1	822,309,149.58	817,881,304.58
	Subtotal B1	822,309,149.58	817,881,304.58
C1	ADD: Advance Payment	19,265,970,814.69	19,265,970,814.69
C2	DEDUCT: Recovery of Advance Payment	19,265,970,814.69	19,265,970,814.69
C3	ADD: Material on Site	160,099,250.08	160,099,250.08
C4	DEDUCT: Recovery Material on Site	160,099,250.08	160,099,250.08
	Subtotal C1-C2+C3-C4	0.00	0.00
D1	ADD: Variation in price Labour	1,297,744,101.24	1,297,744,101.24
D2	ADD: Variation in price Materials	13,581,949,476.88	13,581,949,476.88
D3	ADD: Variation in price CPI	15,714,331,519.70	15,714,331,519.70
	Subtotal D1+D2+D3	30,594,025,097.82	30,594,025,097.82
E1	ADD: Contingencies	582,464,349.37	582,464,349.37
	Subtotal E1	582,464,349.37	582,464,349.37
F1	ADD: Standby Cost July 2015 - June 2016	2,372,882,280.69	2,372,882,280.69
F2	ADD: Interest from Outstanding Payment	1,205,958,294.13	1,205,958,294.13
	Subtotal E1	3,578,840,574.82	3,578,840,574.82
	Total Amount to be Certified (A+B+C+D+E+F)	102,879,804,220.01	102,511,200,805.21
	DEDUCT: Amount Previously Certified without VAT	101,407,610,181.91	101,081,034,750.98
	Total Amount due This month	1,472,194,038.10	1,430,166,054.24
	ADD: VAT @ 5.0%		@ 7.5%
		73,609,701.91	107,262,454.07
	Total Amount due this month with VAT	1,545,803,740.01	1,537,428,508.31

IPC 54 (AUGUST 2023)

Ongoing works (August 2023)

Km 1+400 to km 1+895, RHS

- Laying and compaction of asphaltic wearing course material

Km 1+895 to km 3+063, RHS

- Cleaning and spraying of bitumen on carriage way
- Laying and compaction of asphalt Wearing course materials on main carriageway

Km 3+063 to km 4+850, Shagamu bound (RHS)

Location: (Otedola Estate towards Berger Bus stop)

- Cleaning and spraying of bitumen on carriage way
- Laying and compaction of asphalt Wearing course materials on main carriageway

Km 3+900 to km 4+550, Lagos bound (LHS)

Location: (Berger Bus stop area)

- Cleaning and spraying of bitumen on carriage way
- Excavation, filling and compaction of lateritic material
- Installation of Kerb Stone
- Laying and compaction of asphalt binder materials on main carriageway
- Laying and compaction of asphalt Wearing course materials on main carriageway
- Laying and compaction of basecourse materials on carriageway
- Laying and compaction of sub basecourse material on carriageway
- Laying of asphaltic Macadam

Km 3+940 to km 4+800, Shagamu bound (RHS)

Location: (Otedola Estate towards Berger Bus stop)

- Cleaning and spraying of bitumen on carriage way
- Excavation, filling and compaction of lateritic material
- Installation of Median Barrier
- Laying and compaction of asphalt binder materials on main carriageway
- Laying and compaction of basecourse materials on carriageway
- Laying and compaction of sub basecourse material on carriageway
- Laying of asphaltic Macadam

Km 4+350 to km 4+850, Shagamu bound (RHS)

Location: (Otedola Estate towards Berger Bus stop)

- Laying and compaction of sub basecourse material on carriageway
- Laying and compaction of basecourse materials on carriageway
- Laying of asphaltic Macadam
- Cleaning and spraying of bitumen on carriage way
- Laying and compaction of asphalt binder materials on main carriageway
- Installation of Median Barrier
- Laying and compaction of asphalt Wearing course materials on main carriageway
- Installation of pre-cast kerb stone

IPC 54 Summary

- a) Certification as per FMWH: **₦ 1,708,746,484.61**
- a) Certification as per DAR/TSL: **₦ 1,787,236,570.21**
- a) The cumulative difference is due to:
- VAT revision from 5% to 7.50%
 - Omission of Bill No. 1 items.
 - Cumulative Omission of Overrun Items.
 - Omissions of certified amounts for Bill No.5 & Bill No.6 in IPC 50 due to inconsistencies in reported cumulative from previous IPC 49. (Adjusted by FMWH in IPC 54)
 - The previously certified amount being rectified in line with IPC 53 recommendation.

IPC 54 Summary Table		IPC 54	
		Certified FMWH (₦)	Recommended DAR/TSL (₦)
A1	ADD: Value of Permanent Works	71,107,657,464.84	70,778,649,937.35
A2	DEDUCT: 10% Retention (up to 5% of Permanent Works)	4,499,626,849.57	4,499,626,849.57
A3	ADD: Repayment Retention Money	1,468,453,222.00	1,468,453,222.00
Subtotal A1-A2		68,076,483,837.27	67,747,476,309.77
B1	ADD: Bill 1	822,309,149.58	817,881,304.58
Subtotal B1		822,309,149.58	817,881,304.58
C1	ADD: Advance Payment	19,265,970,814.69	19,265,970,814.69
C2	DEDUCT: Recovery of Advance Payment	19,265,970,814.69	19,265,970,814.69
C3	ADD: Material on Site	160,099,250.08	160,099,250.08
C4	DEDUCT: Recovery Material on Site	160,099,250.08	160,099,250.08
Subtotal C1-C2+C3-C4		0.00	0.00
D1	ADD: Variation in price Labour	1,297,744,101.24	1,297,744,101.24
D2	ADD: Variation in price Materials	14,352,560,180.27	14,352,560,180.27
D3	ADD: Variation in price CPI	15,796,779,631.87	15,796,779,631.87
Subtotal D1+D2+D3		31,447,083,913.38	31,447,083,913.38
E1	ADD: Contingencies	582,464,349.37	582,464,349.37
Subtotal E1		582,464,349.37	582,464,349.37
F1	ADD: Standby Cost July 2015 - June 2016	2,372,882,280.69	2,372,882,280.69
F2	ADD: Interest from Outstanding Payment	1,205,958,294.13	1,205,958,294.13
Subtotal E1		3,578,840,574.82	3,578,840,574.82
Total Amount to be Certified (A+B+C+D+E+F)		104,507,181,824.39	104,173,746,451.92
DEDUCT: Amount Previously Certified without VAT		102,879,804,220.01	102,511,200,805.21
Total Amount due This month		1,627,377,604.39	1,662,545,646.71
@ 5.0%			@ 7.5%
ADD: VAT		81,368,880.22	124,690,923.50
Total Amount due this month with VAT		1,708,746,484.61	1,787,236,570.21

NOTE ABOUT SCHEDULED PROGRAM

The works concluded by IPC 54 (period up to August 2023) are in line with the Recovered Program of Works with the following exceptions:

- **Shagamu Bound: 3+000 to 4+700 (stretch of 1.7km)**
Should have been concluded by Q3/2021
Status as of IPC 54: works ongoing, approximate progress 85%
Actual status: works completed
- **Ramps for bridges at 16+500, 24+500, 37+700 (3 ramps)**
Should have been concluded by Q1/2022
Status as of IPC 54: not started
Actual status: not started
- **Pedestrian Bridges at 21+030, 22+073 (2 pedestrian bridges)**
Should have been concluded by Q4/2021
Status as of IPC 54: not started
Actual status: not started
- **Pedestrian Bridges at 23+300, 28+072 (2 pedestrian bridges)**
Should have been concluded by Q1/2022
Status as of IPC 54: not started
Actual status: not started
- **Concrete for toll gates at 6+000, 32+000 (2 toll gates)**
Should have been concluded by Q1/2022
Status as of IPC 54: not started
Actual status: not started
- **Main Carriageway works, even when not mentioned in the program for utilization of the recovered funds, have been concluded by the Contractor as agreed and as instructed.**

Abuja – Kano Road

Abuja – Kaduna – Zaria - Kano Road

1. Works Done for the Period of June 2021:

- On going Site Works:

- a) Section 1: Abuja – Kaduna

- Earthworks – Filling of embankments near Suleja & Gujeni
- Road markings (Northbound) near Suleja & Gujeni
- Excavation for Concrete Median Drains near Suleja & Tafa
- Casting of Concrete Median Drains near Suleja & Gujeni
- Grass planting at the median near Suleja & Gujeni
- Installation of Box culvert (Northbound and Southbound) near Suleja & Tafa
- installation of PC Chutes at the median near Suleja

- b) Section 2: Kaduna – Zaria

- Site clearing (Northbound) near Maraban Jos/Birnin Yero
- Milling of existing pavement (Northbound) near Maraban Jos/Birnin Yero
- Earthworks – Formation level (Northbound) near Maraban Jos/Birnin Yero and (Southbound) near Jaji
- Soil stabilisation (Southbound) near Jaji & Lamban Zango
- Laying of BSM (Southbound) near Lamban Zango/Dumbe Dutse & Dutsan Abba/Dumbu Rauga
- Laying of Asphaltic Binder Course (with PmB) (Southbound) from Dumbe Dutse to Dumbu Rauga
- Laying of Asphaltic Wearing Course (with PmB) (Southbound) near Dumbu Rauga
- Excavation for Concrete Median Drains near Maraban Jos
- Casting of Concrete Median Drains near Mararaban Jos
- Installation of Box culvert (Northbound) near Maraban Jos and (Southbound) near Maraban Jos & Jaji
- Installation of Precast Concrete Chutes at the median near Unguwan Fate & Lamban Zango
- Laying of kerbstones at U-turn near Maraban Jos & Dumbu Rauga
- Grass planting at the median from Dutsan Abba/Dumbu Rauga
- Sectional road repair works (Northbound) near Sabon Yalwa and (Southbound) near Dogarawa

Abuja – Kaduna – Zaria - Kano Road

c) Section 3: Zaria – Kano

- Site clearing (Southbound) from Kariya to Kafin Mai Yaki and near Kura & Karfi Town
- Scarification of existing shoulders (Southbound) from Kariya to Kafin Mai Yaki and near Kura & Karfi Town
- Milling of existing pavement (Southbound) near from Kariya to Kafin Mai Yaki and near Kura & Karfi Town
- Earthworks – (Southbound) near Kafin Mai Yaki & Karfi; side slope embankment near Kadawa Gate
- Soil stabilization (Southbound) near Bauren Tanko/Imawa & Karfi Town
- Laying of BSM (Northbound) near Chiromawa & Imawa Town (Southbound) from Bauren Tanko to Imawa Town
- Laying of Asphaltic Binder Course (with PmB) (Northbound) near Chiromawa & Imawa Town and (Southbound) near Imawa Town
- Laying of Asphaltic Wearing Course (with PmB) (Northbound) near Chiromawa Town and (Southbound) near Dorawar Sallau Town
- Excavation for Concrete Median Drains near Dakasoye, Kura, Imawa & Karfi Towns and side slope embankment (Northbound) near Dakatsalle & Chiromawa Towns
- Casting of Concrete Median Drains near Dakasoye, Kura, Imawa & Karfi Towns
- Installation of Kerbstones (Southbound) near Chiromawa & Imawa Town
- Painting of kerbstones at U-turn near Yada Kwari Town
- Casting of U-turn island near Chiromawa & Kadawa Gate
- Installation of Concrete Box Culvert (Northbound) near Chiromawa Town; and (Southbound) near Karfi Town
- Removal of existing Concrete Median Barriers from Tashar Ango to Kafin Mai Yaki, Kura & Karfi Town
- Grass planting at the embankments (Northbound) near Dakatsalle & Imawa Town
- Demolition of existing culvert (Northbound) near Karfi Town and (Southbound) near Dakasoye Town
- Sectional road repair works (Northbound) near Tashar Taba Sani Town

2. Summary of IC No.31 (June 2021):

- The amounts as calculated and vetted by the Engineer for this period's permanent works are consistent with the works observed at the site inspection, consistent with the amounts claimed by the Contractor, and consistent with the verification calculations.
- The Interim Certificate IC No.31 shows an amount (inclusive of 5% VAT) of ₦ 2,124,332,300.92 (Two Billion, One Hundred Twenty-Four Million, Three Hundred Thirty-Two Thousand, Three Hundred Naira and Ninety-Two Kobo) due to the Contractor (Julius Berger Nigeria Plc.) for the period ending June 2021.
- It is considered that the amount (inclusive of 5% VAT) of ₦ 2,124,332,300.92 (Two Billion, One Hundred Twenty-Four Million, Three Hundred Thirty-Two Thousand, Three Hundred Naira and Ninety-Two Kobo) due to the Contractor (Julius Berger Nigeria Plc.) for the period ending June 2021.

- It is to be noted that the Certifications of the Interim Payments is under the Engineer's Role (FMWH).
- The FMWH has vetted the Contractor's claims and corrected calculations and has determined the amount due to the Contractor based on amended calculations and interpretation of the calculations of works executed.
- The Engineer (FMWH) has relied on the cumulative amounts for the permanent works, certified in IC No.31, as the basis for calculating the cumulative amounts in IC 32 and same process has been done using cumulative amounts for IC 33 and IC 34. Hence the amounts due for the permanent works in IC 32, 33 & 34 were calculated accordingly.
- The supporting documentation for IC 32, 33 & 34, as provided by the Engineer (FMWH) is deemed to indicate all the specific BEME items where the Engineer did adjustments or corrections. It is therefore possible to follow the Engineer's calculations to verify the final vetted amounts for this period's permanent works as certified by the Engineer.
 - **The Interim Certificate No.32** shows an amount (inclusive of 7.5% VAT) of **₦16,301,328,859.33** (Sixty Billion, Three Hundred and One Million, Three Hundred and Twenty-Eight Thousand, Eight Hundred and Fifty-Nine Naira, Thirty-three Kobo) due to the Contractor (Julius Berger Nigeria Plc.) **for the period ending July 2021.**
 - **The Interim Certificate No.33** shows an amount (inclusive of 7.5% VAT) of **₦6,066,479,215.42** (Six Billion, Sixty-Six Million, Four Hundred and Seventy-Nine Thousand, Two Hundred and Fifteen Naira, Forty-Two Kobo) due to the Contractor (Julius Berger Nigeria Plc.) **for the period ending August 2021.**
 - **The Interim Certificate No.34** shows an amount (inclusive of 7.5% VAT) of **₦3,737,567,248.48** (Three Billion, Seven Hundred and Thirty-Seven Million, Five Hundred and Sixty-Seven Thousand, Two Hundred and Forty-Eight Naira, Forty-Eight Kobo) due to the Contractor (Julius Berger Nigeria Plc.) **for the period ending September 2021.**
 - There are few arithmetical errors that need to be checked and corrected by the Engineer (FMWH) in the next interim payment.
- Tracking was made on FMWH certified items in Bill No.1 for:
 - IPC No.32 (July 21)
 - It has been observed that for Bill No.1:
 1. Section I:
 - The Total Cumulative amount of **₦ 246,998,875.00** (excl. VAT) that was computed for the Bill No.1 in the IPC No.32 Section I is the total amounts of the previous Certificates, without any additional amounting on the current IPC.
 2. Section II:
 - The Total Cumulative amount of **₦ 118,912,953.18** (excl. VAT) that was computed for the Bill No.1 in the IPC No.32 Section II is the total amounts of the previous Certificates amounting **₦ 85,885,453.19** (excl. VAT), in addition to the "current amount" of IPC No.32 Section II amounting **₦ 33,027,500.00** (excl. VAT).

- The total of the “Current Amount” for Bill No. 1 in IPC No.32 Section II is the sum of the following items' amounts (a+b+c):
 - a) The amount of ₦ 3,500,000.00 has been certified in IPC No.32 Section II, under “item 1.11 - Allow for EIA compliance on proposed works as per NESREA act by a nominated consultant”.
 - b) The amount of ₦ 25,000,000.00 has been certified in IPC No.32 Section II, under “item 1.14 – Allow for compensation in accordance with clause 92 of the conditions of contract”.
 - c) The amount of ₦ 4,527,500.00 has been certified in IPC No.32 Section II, under “item 1.18 – Allow for pavement evaluation unit services”.

2. Section III:

- The Total Cumulative amount of ₦ 149,914,385.44 (excl. VAT) that was computed for the Bill No.1 in the IPC No.32 Section III is the total amounts of the previous Certificates amounting ₦ 114,302,675.88 (excl. VAT), in addition to the “current amount” of IPC No.32 Section III amounting ₦ 35,611,709.56 (excl. VAT).
- The total of the “Current Amount” for Bill No. 1 in IPC No.32 Section III is the sum of the following items' amounts (d+e):
 - d) The amount of ₦ 17,500,000.00 has been certified in IPC No.32 Section III, under “item 1.11 - Allow for EIA compliance on proposed works as per NESREA act by a nominated consultant”.
 - e) The amount of ₦ 18,111,709.56 has been certified in IPC No.32 Section III, under “item 1.15 – Allow for the removal and relocation of existing installations for electricity, telephone, water supply and other utilities”.
- The payment of Bill No.1 will be excluded from the recommended certifications.
- Based on the information provided on the progress, and the quantities claimed and further corrected by FMWH, The amount (inclusive of 7.5% VAT) of **₦16,227,541,709.07** (Sixteen Billion, Two Hundred and Twenty-Seven Million, Five Hundred and Forty-One Thousand, Seven Hundred and Nine Naira, Seven Kobo) is due for payment to the Contractor for **IC No.32**.
 - The difference between the amount certified by the Federal Ministry of Works and Housing (The Engineer), and the amount recommended comes from the following:
 - The amount certified in Bill No. 1 of ₦68,639,209.55 was excluded from IC 32.
- Based on the information provided on the progress, and the quantities claimed and further corrected, the amount (inclusive of 7.5% VAT) of **₦6,066,479,215.42** (Six Billion, Sixty-Six Million, Four Hundred and Seventy-Nine Thousand, Two Hundred and Fifteen Naira, Forty-Two Kobo) is due for payment to the Contractor for **IC No.33**.
- Based on the information provided on the progress, and the quantities claimed and further corrected, the amount (inclusive of 7.5% VAT) of **₦3,737,567,248.48** (Three Billion, Seven Hundred and Thirty-Seven Million, Five Hundred and Sixty-Seven Thousand, Two hundred and Forty-Eight Naira, Forty-Eight Kobo) is due for payment to the Contractor for **IC No.34**.

Technical Update – Abuja Kano Road

The Table below shows the calculations for IC No. 32, 33 and 34:

ITEM	DESCRIPTION	AMOUNTS					
		FMWH HQ's VETTING IC No.32	IC No. 32 Recommended	FMWH HQ's VETTING IC No.33	IC No. 33 Recommended	FMWH HQ's VETTING IC No.34	IC No. 34 Recommended
A1	Value of Permanent Works (Except Bill 1)	119,458,567,098.21	119,458,567,098.21	125,468,710,212.55	125,468,710,212.55	129,084,563,788.74	129,084,563,788.74
A2	Deduct Retention in Accordance with Clause60; 5% of Permanent Work (0.05*A1)	0.00	0.00	0.00	0.00	0.00	0.00
A3	Add Repayment of Retention Money	0.00	0.00	0.00	0.00	0.00	0.00
A	SUB TOTAL (A1-A2+A3)	119,458,567,098.21	119,458,567,098.21	125,468,710,212.55	125,468,710,212.55	129,084,563,788.74	129,084,563,788.74
B	Add Value of Bill 1	515,826,213.62	447,187,004.07	515,826,213.62	447,187,004.07	515,826,213.62	447,187,004.07
C1	Add Temp. Advance for Materials on Site	0.00	0.00	0.00	0.00	0.00	0.00
C2	Deduct Temp. Advance for Materials on Site	0.00	0.00	0.00	0.00	0.00	0.00
C3	Add Advance Payment	22,248,660,868.30	22,248,660,868.30	22,248,660,868.30	22,248,660,868.30	22,248,660,868.30	22,248,660,868.30
C4	Deduct Repayment of Advance Payment	19,091,077,889.94	19,091,077,889.94	19,670,170,203.85	19,670,170,203.85	20,017,915,600.36	20,017,915,600.36
C	SUB TOTAL (C1-C2+C3-C4)	3,157,582,978.36	3,157,582,978.36	2,578,490,664.45	2,578,490,664.45	2,230,745,267.94	2,230,745,267.94
D1	Add Variation in Price of Labour	0.00	0.00	0.00	0.00	0.00	0.00
D2	Add Variation in Price of Materials	1,478,181,053.55	1,478,181,053.55	1,690,366,732.58	1,690,366,732.58	1,899,065,295.67	1,899,065,295.67
	Add Variation in CPI	4,499,024,471.10	4,499,024,471.10	4,499,024,471.10	4,499,024,471.10	4,499,024,471.10	4,499,024,471.10
D3	Add Contingencies	415,064,902.78	415,064,902.78	415,064,902.78	415,064,902.78	415,064,902.78	415,064,902.78
D	SUB TOTAL (D1+D2+D3)	6,392,270,427.43	6,392,270,427.43	6,604,456,106.46	6,604,456,106.46	6,813,154,669.55	6,813,154,669.55
E	TOTAL AMOUNT CERTIFIED TO DATE (A+B+C+D)	129,524,246,717.62	129,455,607,508.07	135,167,483,197.08	135,098,843,987.53	138,644,289,939.85	138,575,650,730.30
	Deduct Previous Amount Certified	114,360,219,871.73	114,360,219,871.73	129,524,246,717.62	129,455,607,508.07	135,167,483,197.08	135,098,843,987.53
	Amount now due in this statement (Excl. VAT)	15,164,026,845.89	15,095,387,636.34	5,643,236,479.46	5,643,236,479.46	3,476,806,742.77	3,476,806,742.77
F	Add 7.5% VAT (0.075*F)	1,137,302,013.44	1,132,154,072.73	423,242,735.96	423,242,735.96	260,760,505.71	260,760,505.71
G	GROSS AMOUNT CERTIFIED (Incl. VAT)	16,301,328,859.33	16,227,541,709.07	6,066,479,215.42	6,066,479,215.42	3,737,567,248.48	3,737,567,248.48

1. Projected Activities with estimated Cost (October 2021)

Site Clearance & Earthworks	₦ 570m
Culverts & Drains	₦ 949m
Pavement & Surfacing	₦ 1.621 b
Bridge Repair/Miscellaneous	₦ 114 m
Total	₦ 3.284 b

2. Summary of Work Done on IC 36 (October 2021)

Works Done on IC 36 (October 2021) Section I: Abuja-Kaduna

S/N	ACTIVITIES	LOCATION (CHAINAGES)
1	Excavate to Fill	13+000-15+200 LHS & RHS
2	Cut to Spoil	34+655-36+028 RHS
3	Cement Stabilized Material	43+470-44+640, 48+800-48+820 LHS & RHS
4	Demolish Existing Culvert	44+620-44+640
5	Trapezoidal Drain	48+800-48+820 RHS
6	Concrete Kerbs	41+663-41+709 RHS, 42+869-42+904 RHS
7	Bitumen Stabilized Material	41+900-44+640 RHS
8	Prime Coat	41+870-43+479 RHS
9	Tack Coat	41+870-43+479 RHS
10	Asphaltic Binder	41+870-43+479 RHS (1.61km)
11	Tack Coat on BSM Layer	41+870-43+479 RHS
12	Asphaltic Wearing	41+870-43+479 RHS (1.61km)
13	Maintenance of existing C/way	40+880-42+450, 42+450-44+475

Works Done on IC 36 (October 2021) Section II: Kaduna-Zaria

S/N	ACTIVITIES	LOCATION (CHAINAGES)
1	Bush Clearing	211+270-211+380, 208+200-208+990
2	Excavate to Fill	221+300-222+800, 238+000-239+480 RHS, 212+300-214+200 LHS
3	Scarification (Shoulders)	211+930-212+233 LHS, 211+320-211+930 LHS, 210+330-210+680 LHS, 208+480-208+700 LHS, 208+880-208+960 LHS, 208+300-208+700 LHS, 209+300-209+972 LHS
4	Scarification (C/way)	208+832-209+300 LHS, 207+270-208+350 LHS
5	Construction of Box Culverts	217+532 Culvert Reinstatement LHS 226+250 Culvert Reinstatement LHS, 226+435 Culvert Reinstatement LHS, 218+508 Culvert Reinstatement LHS
6	Trapezoidal Drain	217+367-217+390 Median, 217+700-217+810, 217+550-217+632, 217+632-217+960, 218+013-218+120, 218+230-218+283, 218+336-218+348, 218+476-218+510, 218+612-219+011, 219+152.6-219+174 Median
7	Precast Chutes	229+425-229+745 RHS/Median
8	Kerbs at U-turn	222+754.4-222+860, 218+560-219+030, 210+344-210+480
9	Median Barrier	238+877-239+400
10	Desilting of Drain	197+300-198+650-227+050
11	Shape and Compact Subgrade	211+930-212+233, 210+710-219+930, 211+320-211+450 LHS, 208+300-208+960 LHS, 210+130-210+385 LHS
12	Bitumen Stabilized Material	222+018-220+178 LHS, 222+755-223+070 LHS @ U-turn, 219+385-220+018 LHS, 218+090-218+260 LHS
13	Tack Coat on BSM	223+331-223+380
14	Asphaltic Binder	223+331-223+380 LHS
15	Tack Coat on Binder	235+900-238+095 RHS, 238+470-239+492 RHS, 239+629-239+684 RHS, 238+095-238+470 RHS @ U-turn
16	Asphaltic Wearing	235+900-237+497 RHS, 237+470-239+492, 239+629-239+684 RHS, 238+095-238+470 RHS (4.7 km)
17	Roadway Marking	214+600-217+248 LHS&RHS, 235+897.5-239+470 LHS&RHS

Works Done on IC 36 (October 2021) Section III: Zaria-Kano

S/N	ACTIVITIES	LOCATION (CHAINAGES)
1	Bush Clearing	265+847-266+400 LHS, 260+140-262+350 LHS, 270+150-272+500 LHS,
2	Excavate to Fill	345+400-345+580
3	Scarification (Shoulders)	265+775-266+400 LHS, 260+140-262+350 LHS, 217+050-370+150 LHS, 271+400-271+550 LHS,
4	Scarification (C/way)	310+010-310+400 LHS, 310+450-310+500 LHS, 260+140-262+350 LHS, 271+050-271+500 LHS, 271+550-272+600 LHS
5	Excavate Unsuitable Materials	317+501-317+588 LHS, 316+361-316+800 LHS, 315+271-315+337 RHS, 315+041-315+259 RHS, 313+000-313+498, 314+239-314+669 RHS, 317+950-317+968 LHS, 318+018-318+039 LHS
6	Provide Rock Boulders as Filter	266+830-269+320 LHS, 269+320-269+840 LHS, 313+710-313+810 RHS, 264+050-264+800 LHS, 260+700-262+620 LHS, 315+730-315+890 RHS, 270+00-270+640 LHS
7	Grass Planting	317+960-318+620, 319+750, 319+770
8	Construct Box Culverts	313+765 RHS, 311+343 LHS, 315+706 RHS, 266+762 LHS, 318+090: 318+495: 319+667:320+000, 267+505 LHS, 318+494 LHS, 311+375 LHS, 262+657: 264+005 LHS
9	Trapezoidal Drain	267+321-267+472 RHS, 268+773-269+080 RHS, 269+141-269+339 RHS, 269+451-269+751 RHS, 269+751-270+000 RHS, 266+861-267+150 RHS, 226+490-266+750 RHS, 266+080-266+420 RHS, 265+672-910, 265+947-266+000, 267+552-267+808 RHS, 267+472-267+505 RHS, 265+174-265+672 RHS
10	Concrete Kerbs	268+955-269+103LHS, 318+015-319+176
11	Bitumen Stabilized Materials	312+170-312+505 LHS, 266+840-267+454 LHS, 267+550-267+768 LHS, 268+100-268+925 LHS, 313+159-313+936 RHS, 264+060-264+790 LHS, 262+005-262+610 LHS
12	Tack Coat on BSM	312+175-312+500 LHS, 266+844-267+450 RHS, 267+554-267+765 LHS, 267+853-269+940 LHS, 313+695-313+940 RHS, 315+650-315+900 RHS, 313+163-313+395 RHS, 264+065-264+787 LHS
13	Asphaltic Binder	313+449-313+692 RHS, 313+165-313+449 RHS, 312+178-312+413 LHS, 266+846-267+450 LHS, 267+854-268+854 LHS, 269+320-269+940 LHS, 269+099-269+320 LHS (3.34 km)
14	Tack Coat on Binder	313+177-313+970 RHS, 315+632-316091 RHS, 313+970314-300 RHS
15	Asphaltic Wearing	313+181-313+974 RHS
16	Reflective Paint on Median Barrier	314+000-315+600 RHS, 316+450-318+600 RHS

3. Summary of IC 36 (October 2021)

- The Interim Certificate No. 36 covered the works executed by the contractor as at the end of October 2021. The Interim Certificate was vetted by the Federal Ministry of Works and Housing and further checked by the Technical Advisers (Ondur/HOP).
- The works were carried out satisfactorily and in conformity with the relevant clauses of the FMW&H specifications and standard conditions of Contracts.
- The certified amount of the permanent works are consistent with the works executed on site as shown in the summary of works done during the month.
- We had relied on the cumulative amounts for the permanent works certified in IC 34 as the basis for calculating the cumulative amounts in IC 36, and hence the amount due for the permanent works in IC 36, (IC 35 covered 2nd advance payment). The amount certified for payment by FMW&H is ₦ 3,963,436,966.31 while the sum of ₦ 4,057,804,513.13 was recommended by Ondur/HOP.
- The difference between the amount Certified by FMW&H and the amount recommended by Ondur/HOP is due to the application of 5% VAT by FMW&H and 7.5% VAT by Ondur/HOP

REHABILITATION OF ABUJA-KADUNA-ZARIA-KANO DUAL CARRIAGEWAY IN FCT, KADUNA, AND KANO STATES. CONTRACT NO. 6350			
CONTRACT SUM: NGN797,236,523,738.87			
CONTRACTOR: MESSRS. JULIUS BERGER NIGERIA PLC			
INTERIM STATEMENT NO. 36			PERIOD ENDING: OCTOBER, 2021
GENERAL SUMMARY			
ITEM	DESCRIPTION	Certified by FMW&H	Recommended by Ondur/HOP
		AMOUNT (NGN)	
A1	VALUE OF PERMANENT WORKS (EXCEPT BILL 1)	133,156,794,680.21	133,156,794,680.21
A2	DEDUCT RETENTION IN ACCORDANCE WITH CLAUSE 60; 5% OF PERMANENT WORK (0.05*A1)	0.00	0.00
A3	ADD REPAYMENT OF RETENTION MONEY	0.00	0.00
A	SUB TOTAL (A1-A2+A3)	133,156,794,680.21	133,156,794,680.21
B	ADD VALUE OF BILL 1	515,826,213.62	515,826,213.63
C1	ADD TEMP. ADVANCE FOR MATERIALS ON SITE		
C2	DEDUCT TEMP. ADVANCE FOR MATERIALS ON SITE	0.00	0.00
C3	ADD ADVANCE PAYMENT	161,646,592,729.42	161,646,592,729.42
C4	DEDUCT REPAYMENT OF ADVANCE PAYMENT	20,315,444,619.16	20,315,444,619.16
C	SUB TOTAL (C1-C2+C3-C4)	141,331,148,110.26	141,331,148,110.26
D1	ADD VARIATION IN PRICE OF LABOUR	0.00	0.00
D2	ADD VARIATION IN PRICE OF MATERIALS	1,899,065,295.67	1,899,065,295.67
	ADD VARIATION IN CPI	4,499,024,471.10	4,499,024,471.10
D3	ADD CONTINGENCIES	415,064,902.78	415,064,902.78
D	SUB TOTAL (D1+D2+D3)	6,813,154,669.55	6,813,154,669.55
E	TOTAL AMOUNT CERTIFIED TO DATE (A+B+C+D)	281,816,923,673.64	281,816,923,673.65
F	DEDUCT PREVIOUS AMOUNT CERTIFIED	278,042,221,800.97	278,042,221,800.97
G	AMOUNT NOW DUE IN THIS STATEMENT	3,774,701,872.67	3,774,701,872.68
H	ADD 7.5% VAT (0.075*G)	188,735,093.63	283,102,640.45
I	GROSS AMOUNT CERTIFIED	3,963,436,966.30	4,057,804,513.13

Summary of IC 36 (October 2021) Summary Section I

REHABILITATION OF ABUJA-KADUNA-ZARIA-KANO DUAL CARRIAGEWAY IN FCT, KADUNA, AND KANO STATES. CONTRACT NO. 6350			
CONTRACT SUM: NGN 358, 078,102,147.97		SECTION I	
CONTRACTOR: MESSRS. JULIUS BERGER NIGERIA PLC			
INTERIM STATEMENT NO. 36			
		PERIOD ENDING: OCTOBER, 2021	
SUMMARY SECTION I			
ITEM	DESCRIPTION	Certified by FMW&H	Recommended by Ondur/HOP
		AMOUNT (NGN)	
A1	VALUE OF PERMANENT WORKS (EXCEPT BILL 1)	38,902,384,389.15	38,902,384,389.15
A2	DEDUCT RETENTION IN ACCORDANCE WITH CLAUSE 60; 5% OF PERMANENT WORK (0.05*A1)	0.00	0.00
A3	ADD REPAYMENT OF RETENTION MONEY		
A	SUB TOTAL (A1-A2+A3)	38,902,384,389.15	38,902,384,389.15
B	ADD VALUE OF BILL NO.1	246,998,875.00	246,998,875.00
C1	ADD TEMP. ADVANCE FOR MATERIALS ON SITE		
C2	DEDUCT TEMP. ADVANCE FOR MATERIALS ON SITE	0.00	0.00
C3	ADD ADVANCE PAYMENT	78,226,570,670.53	78,226,570,670.53
C4	DEDUCT REPAYMENT OF ADVANCE PAYMENT	5,198,222,952.59	5,198,222,952.59
C	SUB TOTAL (C1-C2+C3-C4)	73,028,347,717.94	73,028,347,717.94
D1	ADD VARIATION IN PRICE OF LABOUR	0.00	0.00
D2	ADD VARIATION IN PRICE OF MATERIALS	308,546,808.27	308,546,808.27
	ADD VARIATION IN CPI	1,318,396,299.62	1,318,396,299.62
D3	ADD CONTIGENCIES	163,577,369.58	163,577,369.58
D	SUB TOTAL (D1+D2+D3)	1,790,520,477.47	1,790,520,477.47
E	TOTAL AMOUNT CERTIFIED TO DATE (A+B+C+D)	113,968,251,459.56	113,968,251,459.56
F	DEDUCT PREVIOUS AMOUNT CERTIFIED	113,158,607,511.06	113,158,607,511.06
G	AMOUNT NOW DUE IN THIS STATEMENT	809,643,948.50	809,643,948.50
H	ADD 7.5% VAT (0.075*G)	40,482,197.43	60,723,296.14
I	GROSS AMOUNT CERTIFIED	850,126,145.93	870,367,244.64

Technical Update – Abuja Kano Road

Summary of IC 36 (October 2021) Summary Section II

REHABILITATION OF ABUJA-KADUNA-ZARIA-KANO DUAL CARRIAGEWAY IN FCT, KADUNA, AND KANO STATES. CONTRACT NO. 6350			
CONTRACT SUM: NGN 174,175,098,823.06		SECTION II	
CONTRACTOR: MESSRS. JULIUS BERGER NIGERIA PLC		PERIOD ENDING: OCTOBER, 2021	
INTERIM STATEMENT NO. 36			
SUMMARY SECTION II			
ITEM	DESCRIPTION	Certified by FMW&H	Recommended by Ondur/HOP AMOUNT (NGN)
A1	VALUE OF PERMANENT WORKS (EXCEPT BILL 1)	36,174,238,881.48	36,174,238,881.48
A2	DEDUCT RETENTION IN ACCORDANCE WITH CLAUSE 60; 5% OF PERMANENT WORK (0.05*A1)	0.00	0.00
A3	ADD REPAYMENT OF RETENTION MONEY		
A	SUB TOTAL (A1-A2+A3)	36,174,238,881.48	36,174,238,881.48
B	ADD VALUE OF BILL NO.1	118,912,953.19	118,912,953.19
C1	ADD TEMP. ADVANCE FOR MATERIALS ON SITE		
C2	DEDUCT TEMP. ADVANCE FOR MATERIALS ON SITE	0.00	0.00
C3	ADD ADVANCE PAYMENT	34,335,787,944.82	34,335,787,944.82
C4	DEDUCT REPAYMENT OF ADVANCE PAYMENT	4,563,548,397.40	4,563,548,397.40
C	SUB TOTAL (C1-C2+C3-C4)	29,772,239,547.42	29,772,239,547.42
D1	ADD VARIATION IN PRICE OF LABOUR	0.00	0.00
D2	ADD VARIATION IN PRICE OF MATERIALS	1,312,496,343.66	1,312,496,343.66
	ADD VARIATION IN CPI	1,383,948,509.30	1,383,948,509.30
D3	ADD CONTIGENCIES	127,142,446.90	127,142,446.90
D	SUB TOTAL (D1+D2+D3)	2,823,587,299.86	2,823,587,299.86
E	TOTAL AMOUNT CERTIFIED TO DATE (A+B+C+D)	68,888,978,681.95	68,888,978,681.95
F	DEDUCT PREVIOUS AMOUNT CERTIFIED	67,788,354,881.03	67,788,354,881.03
G	AMOUNT NOW DUE IN THIS STATEMENT	1,100,623,800.92	1,100,623,800.92
H	ADD 7.5% VAT (0.075*G)	55,031,190.05	82,546,785.07
I	GROSS AMOUNT CERTIFIED	1,155,654,990.97	1,183,170,585.99

Technical Update – Abuja Kano Road

Summary of IC 36 (October 2021) Summary Section III

REHABILITATION OF ABUJA-KADUNA-ZARIA-KANO DUAL CARRIAGEWAY IN FCT, KADUNA, AND KANO STATES. CONTRACT NO. 6350

CONTRACT SUM: NGN 264,983,322,767.85

CONTRACTOR: MESSRS. JULIUS BERGER NIGERIA PLC

INTERIM STATEMENT NO. 36

SECTION III

PERIOD ENDING: OCTOBER, 2021

SUMMARY SECTION III

ITEM	DESCRIPTION	Certified by FMW&H	Recommended by Ondur/HOP
		AMOUNT (NGN)	
A1	VALUE OF PERMANENT WORKS (EXCEPT BILL 1)	58,080,171,409.58	58,080,171,409.58
A2	DEDUCT RETENTION IN ACCORDANCE WITH CLAUSE 60; 5% OF PERMANENT WORK (0.05*A1)	0.00	0.00
A3	ADD REPAYMENT OF RETENTION MONEY	0.00	0.00
A	SUB TOTAL (A1-A2+A3)	58,080,171,409.58	58,080,171,409.58
B	ADD VALUE OF BILL NO.1	149,914,385.44	149,914,385.44
C1	ADD TEMP. ADVANCE FOR MATERIALS ON SITE		
C2	DEDUCT TEMP. ADVANCE FOR MATERIALS ON SITE	0.00	0.00
C3	ADD ADVANCE PAYMENT	49,084,234,114.07	49,084,234,114.07
C4	DEDUCT REPAYMENT OF ADVANCE PAYMENT	10,553,673,269.17	10,553,673,269.17
C	SUB TOTAL (C1-C2+C3-C4)	38,530,560,844.90	38,530,560,844.90
D1	ADD VARIATION IN PRICE OF LABOUR	0.00	0.00
D2	ADD VARIATION IN PRICE OF MATERIALS	278,022,143.74	278,022,143.74
	ADD VARIATION IN CPI	1,796,679,662.18	1,796,679,662.18
D3	ADD CONTINGENCIES	124,345,086.30	124,345,086.30
D	SUB TOTAL (D1+D2+D3)	2,199,046,892.22	2,199,046,892.22
E	TOTAL AMOUNT CERTIFIED TO DATE (A+B+C+D)	98,959,693,532.14	98,959,693,532.14
F	DEDUCT PREVIOUS AMOUNT CERTIFIED	97,095,259,408.88	97,095,259,408.88
G	AMOUNT NOW DUE IN THIS STATEMENT	1,864,434,123.26	1,864,434,123.26
H	ADD 7.5% VAT (0.075*G)	93,221,706.16	139,832,559.24
I	GROSS AMOUNT CERTIFIED	1,957,655,829.42	2,004,266,682.50

1. Projected Activities with estimated Cost (November 2021)

Site Clearance & Earthworks	₦ 1.346b
Culverts & Drains	₦ 1.463b
Pavement & Surfacing	₦ 2.941
Bridge Repair/Miscellaneous	₦ 39m
Total	₦ 5.788b

2. Summary of Work Done on IC 37 (November 2021)

Works Done on IC 37 (November 2021) Section I: Abuja-Kaduna

S/N	ACTIVITIES	LOCATIONS (CHAINAIGES)
1	Bush Clearing	53+800-56+400 RHS & LHS Inner 138+000-139+000 RHS & LHS Inner 138+120-140+220 RHS Outer 57+650-58+300 RHS Inner 138+120-140+220 RHS & LHS
2	Excavate to fill	35+900-36+800 RHS 40+860-44+700 46+000-47+800
3	Remove existing median barrier	138+120-139+620 RHS
4	Provide asphaltic binder	43+479-44+640 RHS (1.161 km)
5	Tack coat on BSM Layer	40+870-44+640 RHS
6	Asphaltic Wearing	40+870-44+640 RHS (3.77 km)
7	Maintenance of existing C/way	122+650-122+900 RHS 53+350-59+600 RHS 56+850-60+500 RHS

Works Done on IC 37 (November 2021) Section II: Kaduna-Zaria

S/N	ACTIVITIES	LOCATIONS (CHAINAIGES)
1	Bush Clearing	202+480-207+300 LHS
2	Excavate to fill	212+300-216+900 LHS, 197+420-236+400 RHS
3	Cut to Spoil	204+744.90-204+717.50-206 204+244-204+298-203+989 236+707-236+740LHS 203+396-203+418 237+617-237+713-239+05 202+595-202+632LHS

Works Done on IC 37 (November 2021) Section II: Kaduna-Zaria

4	Scarification (Shoulder)	202+130-239+990
5	Scarification (Carriageway)	203+520-240+720 LHS, 242+280-242+732 RHS
6	Excavate unsuitable Materials	218+123-218+200 LHS
7	Cement-stabilized materials	201+900-224+688 LHS, 235+904-239+200 LHS
8	Grass planting	214+950-213+370 LHS
9	Construct Pipe Culverts	238+256, 238+310
10	Construct Box Culverts	238+256-238+310 Apron, Headwall 238+256-238+310 Manhole Type 1 238+843 Culvert extension RHS 238+843 Apron Headwall & wingwall 218+508 Apron, Headwall & wingwall 219+379 Culvert reinstatement LHS 219+379 Culvert, headwall & wingwall 219+138 Culvert extension LHS 219+138 Apron, Headwall & wingwall 219+138 Culvert connection median
11	Provide Trapezoidal Drain	219+174-222+318
12	Provide Heavyduty concrete lined drain	218+520-218+698.6 LHS 203+030-202+799.3 LHS 225+002.5-225+002.5 LHS 224+874.30-225+002.50 LHS 224+854-224+874.30 LHS 224+788.20-224+854 LHS
13	Provide precast Chute	229+750-229+960 RHS/Median
14	Provide concrete Kerbs	210+540 Median at U-Turn island 224+200 LHS at Lay-by 208+056.60-208+170 & 225+860-226+330 & 204+739-205+230 & 224+200 LHS at Lay-by
15	Desilt existing concrete lined drain	228+150-228+250, 229+500
16	Desilt Culverts	Mararaban Jos, Bimin Yaro, Jaji, Laba
17	Lay and Compact Subgrade	207+890-237+220 LHS, 240+540-242+350 RHS
18	Bitumen Stabilized Materials	207+280-226+700 LHS
19	Tack coat on BSM	210+180-211+060 LHS 208+960-209+380 LHS 209+380-209+973; 210+002 226+685-226+716; 225+840 225+860-226+685 LHS
20	Asphaltic binder	226+685-226+716, 225+860-226+685 LHS, 225+840 @ U-turn (0.88km)

Works Done on IC 37 (November 2021) Section III: Zaria-Kano

S/N	ACTIVITIES	LOCATION (CHAINAGES)
1	Bush Clearing	277+500-278+950 LHS, 315+450-316+500 LHS, 312+900-314+700 LHS, 310+000-310+500 LHS
2	Excavate to Fill	267+800-272+500; 317+100-326+300: 330+200 RHS
3	Scarification (Shoulders)	272+500-278+950 LHS, 312+900-316+500 LHS, 310+00-310+500 LHS
4	Scarification (C/way)	272+600-280+000 LHS, 312+900-315+600 LHS, 364+800-366+822 LHS, 316+150-316+500 RHS
5	Excavate Unsuitable Materials	312+214-312+419 LHS, 312+422-312+523 LHS
6	Cement Stabilized Materials	270+640-371+500 LHS, 267+480-266+190 LHS, 260+330-260+700; 272+730-274+560; 275+700-276+500 LHS, 319+200 LHS, 315+890-316+380 LHS
7	Construct Box Culverts	311+345, 311+377, 311+700, 262+976, 264+214, 264+000, 262+657, 264+005; 264+214; 264+00, 311+345; 311+377, 311+700, 366+188 LHS, 311+375 LHS
8	Trapezoidal Drain	264+948-265+174 RHS, 263+862-264+807 RHS, 263+112-263+470 LHS, 263+429-262+627 RHS, 261+788-262+280 RHS, 260+755-261+330 RHS, 260+295-260+596 RHS, 260+495-260+596 RHS, 260+246-260+260 RHS
9	Provide Heavy Duty Concrete Lined Drain	262+713-262+974-264+815
10	Provide Concrete Kerbs	272+594-272+766 LHS
11	Concrete Median Barrier	318+623-318+660
12	Bitumen Stabilized Material	260+831-262+005 LHS, 318+640-319+315 LHS, 269+960-270+518 LHS, 270+518-272+211 LHS, 319+200 U-Turn curve, 272+211-273+138 LHS, 273+430-273+805 LHS, 315+975-316+390 LHS, 275+310-276+705 LHS
13	Tack Coat on BSM	260+460-262+262 LHS, 319+260-319+530 LHS, 269+940-274+490 LHS, 315+980-316+390 LHS, 275+320-276+235 LHS
14	Asphaltic Binder	264+267-264+784 LHS, 260+464-262+604 LHS, 318+630-319+743 LHS, 269+940-270+652 LHS, 319+200 U-turn curve, 270+650-271+301 LHS, 271+108-273+878 LHS, 316+029-316+400 LHS (7.9 km)
15	Tack Coat on Binder Course	319+757-318+620 LHS
16	Asphaltic Wearing	313+974-314+957 RHS, 318+616-319+759 LHS (2.13 km)
17	Maintenance of existing Carriageway	253+000-254+690 RHS
18	Roadway markings	313+200-314+000 RHS, 353+991-355+535 LHS

3. Summary of IC 37 (November 2021)

- The Interim Certificate No. 37 covered the works executed by the contractor as at the end of November 2021. The Interim Certificate was vetted by the Federal Ministry of Works and Housing and further checked by the Technical Advisers (Ondur/HOP).
- The certified amount of the permanent works are consistent with the works executed on site.
- The Sum of ₦ 7,207,426,828.60 was certified as the amount of work executed in November 2022.

REHABILITATION OF ABUJA-KADUNA-ZARIA-KANO DUAL CARRIAGEWAY IN FCT, KADUNA, AND KANO STATES. CONTRACT NO. 6350			
CONTRACT SUM: NGN797,236,523,738.87			
CONTRACTOR: MESSRS. JULIUS BERGER NIGERIA PLC			
INTERIM STATEMENT NO. 37			PERIOD ENDING: NOVEMBER, 2021
GENERAL SUMMARY			
ITEM	DESCRIPTION	Certified by FMW&H	Recommended by Ondur/HOP
		AMOUNT (NGN)	
A1	VALUE OF PERMANENT WORKS (EXCEPT BILL 1)	139,861,377,776.57	139,861,377,776.57
A2	DEDUCT RETENTION IN ACCORDANCE WITH CLAUSE 60; 5% OF PERMANENT WORK (0.05*A1)	0.00	0.00
A3	ADD REPAYMENT OF RETENTION MONEY	0.00	0.00
A	SUB TOTAL (A1-A2+A3)	139,861,377,776.57	139,861,377,776.57
B	ADD VALUE OF BILL 1	515,826,213.63	515,826,213.63
C1	ADD TEMP. ADVANCE FOR MATERIALS ON SITE		
C2	DEDUCT TEMP. ADVANCE FOR MATERIALS ON SITE	0.00	0.00
C3	ADD ADVANCE PAYMENT	161,646,592,729.42	161,646,592,729.42
C4	DEDUCT REPAYMENT OF ADVANCE PAYMENT	20,315,444,619.16	20,315,444,619.16
C	SUB TOTAL (C1-C2+C3-C4)	141,331,148,110.26	141,331,148,110.26
D1	ADD VARIATION IN PRICE OF LABOUR	0.00	0.00
D2	ADD VARIATION IN PRICE OF MATERIALS	1,899,065,295.67	1,899,065,295.67
	ADD VARIATION IN CPI	4,499,024,471.10	4,499,024,471.10
D3	ADD CONTIGENCIES	415,064,902.78	415,064,902.78
D	SUB TOTAL (D1+D2+D3)	6,813,154,669.55	6,813,154,669.55
E	TOTAL AMOUNT CERTIFIED TO DATE (A+B+C+D)	288,521,506,770.01	288,521,506,770.01
F	DEDUCT PREVIOUS AMOUNT CERTIFIED	281,816,923,673.64	281,816,923,673.64
G	AMOUNT NOW DUE IN THIS STATEMENT	6,704,583,096.37	6,704,583,096.37
H	ADD 7.5% VAT (0.075*G)	502,843,732.23	502,843,732.23
I	GROSS AMOUNT CERTIFIED	7,207,426,828.60	7,207,426,828.60

Summary of IC 37 (November 2021) Summary Section I

REHABILITATION OF ABUJA-KADUNA-ZARIA-KANO DUAL CARRIAGEWAY IN FCT, KADUNA, AND KANO STATES. CONTRACT NO. 6350			
CONTRACT SUM: NGN 358, 078,102,147.97		SECTION I	
CONTRACTOR: MESSRS. JULIUS BERGER NIGERIA PLC			
INTERIM STATEMENT NO. 37		PERIOD ENDING: NOVEMBER, 2021	
SUMMARY SECTION I			
ITEM	DESCRIPTION	Certified by FMW&H	Recommended by Ondur/HOP
		AMOUNT (NGN)	
A1	VALUE OF PERMANENT WORKS (EXCEPT BILL 1)	39,817,680,427.75	39,817,680,427.75
A2	DEDUCT RETENTION IN ACCORDANCE WITH CLAUSE 60; 5% OF PERMANENT WORK (0.05*A1)	0.00	0.00
A3	ADD REPAYMENT OF RETENTION MONEY		
A	SUB TOTAL (A1-A2+A3)	39,817,680,427.75	39,817,680,427.75
B	ADD VALUE OF BILL NO.1	246,998,875.00	246,998,875.00
C1	ADD TEMP. ADVANCE FOR MATERIALS ON SITE		
C2	DEDUCT TEMP. ADVANCE FOR MATERIALS ON SITE	0.00	0.00
C3	ADD ADVANCE PAYMENT	78,226,570,670.53	78,226,570,670.53
C4	DEDUCT REPAYMENT OF ADVANCE PAYMENT	5,198,222,952.59	5,198,222,952.59
C	SUB TOTAL (C1-C2+C3-C4)	73,028,347,717.94	73,028,347,717.94
D1	ADD VARIATION IN PRICE OF LABOUR	0.00	0.00
D2	ADD VARIATION IN PRICE OF MATERIALS	308,546,808.27	308,546,808.27
	ADD VARIATION IN CPI	1,318,396,299.62	1,318,396,299.62
D3	ADD CONTIGENCIES	163,577,369.58	163,577,369.58
D	SUB TOTAL (D1+D2+D3)	1,790,520,477.47	1,790,520,477.47
E	TOTAL AMOUNT CERTIFIED TO DATE (A+B+C+D)	114,883,547,498.16	114,883,547,498.16
F	DEDUCT PREVIOUS AMOUNT CERTIFIED	113,968,251,459.56	113,968,251,459.56
G	AMOUNT NOW DUE IN THIS STATEMENT	915,296,038.60	915,296,038.60
H	ADD 7.5% VAT (0.075*G)	68,647,202.90	68,647,202.90
I	GROSS AMOUNT CERTIFIED	983,943,241.50	983,943,241.50

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Summary of IC 37 (November 2021) Summary Section II

REHABILITATION OF ABUJA-KADUNA-ZARIA-KANO DUAL CARRIAGEWAY IN FCT, KADUNA, AND KANO STATES. CONTRACT NO. 6350			
CONTRACT SUM: NGN 174,175,098,823.06		SECTION II	
CONTRACTOR: MESSRS. JULIUS BERGER NIGERIA PLC		PERIOD ENDING: NOVEMBER, 2021	
INTERIM STATEMENT NO. 37			
SUMMARY SECTION II			
ITEM	DESCRIPTION	Certified by FMW&H AMOUNT (NGN)	Recommended by Ondur/HOP AMOUNT (NGN)
A1	VALUE OF PERMANENT WORKS (EXCEPT BILL 1)	38,289,556,871.75	38,289,556,871.75
A2	DEDUCT RETENTION IN ACCORDANCE WITH CLAUSE 60; 5% OF PERMANENT WORK (0.05*A1)	0.00	0.00
A3	ADD REPAYMENT OF RETENTION MONEY		
A	SUB TOTAL (A1-A2+A3)	38,289,556,871.75	38,289,556,871.75
B	ADD VALUE OF BILL NO.1	118,912,953.18	118,912,953.18
C1	ADD TEMP. ADVANCE FOR MATERIALS ON SITE		
C2	DEDUCT TEMP. ADVANCE FOR MATERIALS ON SITE	0.00	0.00
C3	ADD ADVANCE PAYMENT	34,335,787,944.82	34,335,787,944.82
C4	DEDUCT REPAYMENT OF ADVANCE PAYMENT	4,563,548,397.40	4,563,548,397.40
C	SUB TOTAL (C1-C2+C3-C4)	29,772,239,547.42	29,772,239,547.42
D1	ADD VARIATION IN PRICE OF LABOUR	0.00	0.00
D2	ADD VARIATION IN PRICE OF MATERIALS	1,312,496,343.66	1,312,496,343.66
	ADD VARIATION IN CPI	1,383,948,509.30	1,383,948,509.30
D3	ADD CONTIGENCIES	127,142,446.90	127,142,446.90
D	SUB TOTAL (D1+D2+D3)	2,823,587,299.86	2,823,587,299.86
E	TOTAL AMOUNT CERTIFIED TO DATE (A+B+C+D)	71,004,296,672.21	71,004,296,672.21
F	DEDUCT PREVIOUS AMOUNT CERTIFIED	68,888,978,681.94	68,888,978,681.94
G	AMOUNT NOW DUE IN THIS STATEMENT	2,115,317,990.27	2,115,317,990.27
H	ADD 7.5% VAT (0.075*G)	158,648,849.27	158,648,849.27
I	GROSS AMOUNT CERTIFIED	2,273,966,839.54	2,273,966,839.54

Summary of IC 37 (November 2021) Summary Section III

REHABILITATION OF ABUJA-KADUNA-ZARIA-KANO DUAL CARRIAGEWAY IN FCT, KADUNA, AND KANO STATES. CONTRACT NO. 6350			
CONTRACT SUM: NGN 264,983,322,767.85			SECTION III
CONTRACTOR: MESSRS. JULIUS BERGER NIGERIA PLC			
INTERIM STATEMENT NO. 37			
			PERIOD ENDING: NOVEMBER, 2021
SUMMARY SECTION III			
ITEM	DESCRIPTION	Certified by FMW&H	Recommended by Ondur/HOP
		AMOUNT (NGN)	
A1	VALUE OF PERMANENT WORKS (EXCEPT BILL 1)	61,754,140,477.07	61,754,140,477.07
A2	DEDUCT RETENTION IN ACCORDANCE WITH CLAUSE 60; 5% OF PERMANENT WORK (0.05*A1)	0.00	0.00
A3	ADD REPAYMENT OF RETENTION MONEY	0.00	0.00
A	SUB TOTAL (A1-A2+A3)	61,754,140,477.07	61,754,140,477.07
B	ADD VALUE OF BILL NO.1	149,914,385.44	149,914,385.44
C1	ADD TEMP. ADVANCE FOR MATERIALS ON SITE		
C2	DEDUCT TEMP. ADVANCE FOR MATERIALS ON SITE	0.00	0.00
C3	ADD ADVANCE PAYMENT	49,084,234,114.07	49,084,234,114.07
C4	DEDUCT REPAYMENT OF ADVANCE PAYMENT	10,553,673,269.17	10,553,673,269.17
C	SUB TOTAL (C1-C2+C3-C4)	38,530,560,844.90	38,530,560,844.90
D1	ADD VARIATION IN PRICE OF LABOUR	0.00	0.00
D2	ADD VARIATION IN PRICE OF MATERIALS	278,022,143.74	278,022,143.74
	ADD VARIATION IN CPI	1,796,679,662.18	1,796,679,662.18
D3	ADD CONTIGENCIES	124,345,086.30	124,345,086.30
D	SUB TOTAL (D1+D2+D3)	2,199,046,892.22	2,199,046,892.22
E	TOTAL AMOUNT CERTIFIED TO DATE (A+B+C+D)	102,633,662,599.63	102,633,662,599.63
F	DEDUCT PREVIOUS AMOUNT CERTIFIED	98,959,693,532.14	98,959,693,532.14
G	AMOUNT NOW DUE IN THIS STATEMENT	3,673,969,067.49	3,673,969,067.49
H	ADD 7.5% VAT (0.075*G)	183,698,453.37	275,547,680.06
I	GROSS AMOUNT CERTIFIED	3,857,667,520.86	3,949,516,747.55

1. The **Percentage Completion** for each section as at the end of March 2022 (Q1 2022) is stated below

Section I	13.70%
Section II	32.64%
Section III	32.21%
Percentage Completion of Permanent works of the entire Project Length	24.00%

Time Elapsed

Section I	54.87%
Section II	83.64%
Section III	75.41%

2. The **Percentage Completion** for each section as at the end of June 2022 (Q2 2022) is stated below

Section I	14.05%
Section II	42.51%
Section III	44.47%
Percentage Completion of Permanent works of the entire Project Length	30.00%

Time Elapsed

Section I	58.33%
Section II	89.09%
Section III	78.69%

Technical Update: Abuja-Kano Road Project

1. Projected Activities with estimated Cost (December 2021)

Site Clearance & Earthworks	₦ 678m
Culverts & Drains	₦ 1.290b
Pavement & Surfacing	₦ 2.894b
Bridge Repair/Miscellaneous	₦ 187m
Total	₦ 5.049b

2. Summary of Work Done on IC 38 (December 2021)

Works Done on IC 38 (December 2021) Section I: Abuja-Kaduna

S / N	ACTIVITIES	LOCATION (CHAINAGES)
1	Excavate to Fill	43+000-53+800 RHS, 13+250-18+210 LHS
2	Cut to Spoil	31+220-24+700 RHS
3	Cement Material Stabilized	31+200-53+800 RHS, 13+000-18+200 RHS
4	Trapezoidal Drain	48+800-48+820 RHS
5	Concrete Kerbs	41+663-41+709 RHS, 42+869-42+904 RHS
6	Bitumen Material Stabilized	31+200-53+800 RHS, 13+000-18+200 RHS
7	Prime Coat	41+870-43+479 RHS
8	Tack Coat	41+870-43+479 RHS
9	Asphaltic Binder	31+200-53+800 RHS, 13+000-18+200 RHS, 31+240-40870 LHS
10	Tack Coat on BSM Layer	31+200-53+800 RHS, 13+000-18+200 RHS
11	Asphaltic Wearing	13+260-18+200 LHS, 31+200-53+800 RHS, 44+640-53+800 LHS
12	Maintenance of existing C/way	0+000-165+500 (LSH & RHS)

S / N	ACTIVITIES	LOCATION (CHAINAGES)
1	Bush Clearing	229+200-235+900 RHS, 196+300-199+500 RHS, 217+300-227+200 LHS, 202+000-212+300 LHS
2	Excavate to Fill	229+200-235+900 RHS, 196+300-199+500 RHS, 217+300-227+200 LHS, 202+000-212+300 LHS
3	Scarification (Shoulders)	202+000-206+861 RHS, 215+100-217+300 RHS, 196+236-201+903 LHS
4	Scarification (C/way)	202+000-206+861 RHS, 215+100-217+300 RHS, 196+236-201+903 LHS
5	Bitumen Stabilized Material	202+000-206+861 RHS, 187+900-192+800 LHS, 235+900-239+900 RHS, 199+499-202+000 RHS
6	Tack Coat on BSM	199+499-202+000
7	Asphaltic Binder	227+400-229+200 RHS, 212+300-217+300 LHS, 215+100-217+300 RHS
8	Tack Coat on Binder	235+900-239+300 RHS, 196+400-199+500 RHS, 187+900-192+800 RHS, 209+100-217+300 RHS
9	Asphaltic Wearing	196+300-199+500 RHS, 229+200-235+900 RHS, 187+900-192+800 LHS, 202+000-206+861 RHS
10	Roadway Marking	214+600-217+248 LHS&RHS, 235+897.5-239+470 LHS&RHS

Works Done on IC 38 (December 2021) Section III: Zaria-Kano

S/N	ACTIVITIES	LOCATION (CHAINAGES)
1	Bush Clearing	322+200-378+800 RHS, 319+850-320+650 RHS, 271+050-260+100 LHS, 260+150-281+800 LHS
2	Excavate to Fill	311+750-312+900
3	Scarification (Shoulders)	319+250-320+650 RHS, 322+200-378+800 RHS, 260+150-281+800 LHS, 369+000-378+700 LHS
4	Scarification (C/way)	319+250-320+650 RHS, 322+200-378+800 RHS, 260+150-281+800 LHS, 369+000-378+700 LHS, 271+050-260+100 LHS
5	Excavate Unsuitable Materials	317+650-318+500 RHS, 316+130-313+100 RHS, 266+000-273+000 LHS, 322+200-355+850 LHS
6	Bitumen Stabilized Materials	322+200-355+635 LHS, 278+690-279+972 LHS, 262+610-264+060 LHS, 315+652-313+700 RHS
7	Tack Coat on BSM	322+200-355+635 LHS, 278+690-279+972 LHS, 262+610-264+060 LHS, 315+652-313+700 RHS
8	Asphaltic Binder	322+310-355+618 LHS, 267+500-279+325 LHS, 315+650-313+449 RHS
9	Tack Coat on Binder	322+310-355+618 LHS, 267+500-279+325 LHS, 315+650-313+449 RHS
10	Asphaltic Wearing	313+181-313+974 RHS

3. Summary of IC 38 (December 2021)

The Interim Certificate No. 38 covered the works executed by the contractor as at the end of December 2021. The Interim Certificate was vetted by the Federal Ministry of Works and Housing and further checked by the Technical Advisers (Ondur/HOP).

The works were carried out satisfactorily and in conformity with the relevant clauses of the FMW&H specifications and standard conditions of Contracts.

The certified amount of the permanent works are consistent with the works executed on site as shown in the summary of works done during the month.

We had relied on the cumulative amounts for the permanent works certified in the previous IC's as the basis for calculating the cumulative amounts in IC 38. The amount Certified for payment by FMW&H is ~~₦~~6,311,980,221.14, while the sum of ~~₦~~6,098,072,546.83 was recommended by Ondur/HOP.

Technical Update: Abuja-Kano Road Project



Summary of IC 38 (December 2021) General Summary

REHABILITATION OF ABUJA-KADUNA-ZARIA-KANO DUAL CARRIAGEWAY IN FCT, KADUNA AND KANO STATES. CONTRACT NO. 6350			
CONTRACT SUM: NGN797,236,523,738.87			
CONTRACTOR: MESSRS. JULIUS BERGER NIGERIA PLC			
INTERIM STATEMENT NO. 38		PERIOD ENDING: DECEMBER, 2022	
GENERAL SUMMARY			
ITEM	DESCRIPTION	AMOUNT (NGN) - ONDUR/HOP	AMOUNT (NGN) - FMWH
A1	VALUE OF PERMANENT WORKS (EXCEPT BILL 1)	145,534,003,401.52	145,534,004,401.46
A2	DEDUCT RETENTION IN ACCORDANCE WITH CLAUSE 60; 5% OF PERMANENT WORK (0.05*A1)	0	0
A3	ADD REPAYMENT OF RETENTION MONEY	0	0
A	SUB TOTAL (A1-A2+A3)	145,534,003,401.52	145,534,004,401.46
B	ADD VALUE OF BILL 1	515,826,213.63	714,809,096.76
C1	ADD TEMP. ADVANCE FOR MATERIALS ON SITE	60,293,961.50	60,293,961.50
C2	DEDUCT TEMP. ADVANCE FOR MATERIALS ON SITE	60,293,961.50	60,293,961.50
C3	ADD ADVANCE PAYMENT	161,646,592,729.42	161,646,592,729.42
C4	DEDUCT REPAYMENT OF ADVANCE PAYMENT	20,315,444,619.16	20,315,444,619.16
C	SUB TOTAL (C1-C2+C3-C4)	141,331,148,110.26	141,331,148,110.26
D1	ADD VARIATION IN PRICE OF LABOUR	0.00	0.00
D2	ADD VARIATION IN PRICE OF MATERIALS	1,899,065,295.67	1,899,065,295.67
	ADD VARIATION IN CPI	4,499,024,471.10	4,499,024,471.10
D3	ADD CONTIGENCIES	415,064,902.78	415,064,902.78
D	SUB TOTAL (D1+D2+D3)	6,813,154,669.55	6,813,154,669.55
E	TOTAL AMOUNT CERTIFIED TO DATE (A+B+C+D)	294,194,132,394.96	294,393,116,278.04
F	DEDUCT PREVIOUS AMOUNT CERTIFIED	288,521,506,770.00	288,521,506,770.00
G	AMOUNT NOW DUE IN THIS STATEMENT	5,672,625,624.96	5,871,609,508.04
H	ADD 7.5% VAT (0.075*G)	425,446,921.87	440,370,713.10
I	GROSS AMOUNT CERTIFIED	6,098,072,546.83	6,311,980,221.14

Technical Update: Abuja-Kano Road Project

Summary of IC 38 (December 2021) Summary Section I

REHABILITATION OF ABUJA-KADUNA-ZARIA-KANO DUAL CARRIAGEWAY IN FCT, KADUNA AND KANO STATES. CONTRACT NO. 6350			
CONTRACT SUM: NGN 358, 078,102,147.97			SECTION I
CONTRACTOR: MESSRS. JULIUS BERGER NIGERIA PLC			
INTERIM STATEMENT NO. 38			PERIOD ENDING: DECEMBER, 2022
SUMMARY SECTION I			
ITEM	DESCRIPTION	AMOUNT (NGN)	AMOUNT CERTIFIED BY FMWH (NGN)
A1	VALUE OF PERMANENT WORKS (EXCEPT BILL 1)	40,441,487,850.64	40,441,487,850.64
A2	DEDUCT RETENTION IN ACCORDANCE WITH CLAUSE 60; 5% OF PERMANENT WORK (0.05*A1)		
A3	ADD REPAYMENT OF RETENTION MONEY		
A	SUB TOTAL (A1-A2+A3)	40,441,487,850.64	40,441,487,850.64
B	ADD VALUE OF BILL NO.1	246,998,875.00	293,928,806.25
C1	ADD TEMP. ADVANCE FOR MATERIALS ON SITE		0.00
C2	DEDUCT TEMP. ADVANCE FOR MATERIALS ON SITE	0.00	0.00
C3	ADD ADVANCE PAYMENT	78,226,570,670.53	78,226,570,670.53
C4	DEDUCT REPAYMENT OF ADVANCE PAYMENT	5,198,222,952.59	5,198,222,952.59
C	SUB TOTAL (C1-C2+C3-C4)	73,028,347,717.94	73,028,347,717.94
D1	ADD VARIATION IN PRICE OF LABOUR	0.00	0.00
D2	ADD VARIATION IN PRICE OF MATERIALS	308,546,808.27	308,546,808.27
	ADD VARIATION IN CPI	1,318,396,299.62	1,318,396,299.62
D3	ADD CONTINGENCIES	163,577,369.58	163,577,369.58
D	SUB TOTAL (D1+D2+D3)	1,790,520,477.47	1,790,520,477.47
E	TOTAL AMOUNT CERTIFIED TO DATE (A+B+C+D)	115,507,354,921.05	115,554,284,852.30
F	DEDUCT PREVIOUS AMOUNT CERTIFIED	114,883,547,498.16	114,883,547,498.16
G	AMOUNT NOW DUE IN THIS STATEMENT	623,807,422.89	670,737,354.14
H	ADD 7.5% VAT (0.075*G)	46,785,556.72	50,305,301.56
I	GROSS AMOUNT CERTIFIED	670,592,979.61	721,042,655.70

Technical Update: Abuja-Kano Road Project

Summary of IC 38 (December 2021) Summary Section II

REHABILITATION OF ABUJA-KADUNA-ZARIA-KANO DUAL CARRIAGEWAY IN FCT, KADUNA, AND KANO STATES. CONTRACT NO. 6350			
CONTRACT SUM: NGN 174,175,098,823.06			SECTION II
CONTRACTOR: MESSRS. JULIUS BERGER NIGERIA PLC			
INTERIM STATEMENT NO. 38			PERIOD ENDING: DECEMBER, 2022
SUMMARY SECTION II (AS AMENDED BY ONDUR/HOP)			
ITEM	DESCRIPTION	AMOUNT (NGN)	AMOUNT(NGN) CERTIFIED BY FMWH
A1	VALUE OF PERMANENT WORKS (EXCEPT BILL 1)	40,896,906,051.07	40,896,907,051.07
A2	DEDUCT RETENTION IN ACCORDANCE WITH CLAUSE 60; 5% OF PERMANENT WORK (0.05*A1)	0.00	0.00
A3	ADD REPAYMENT OF RETENTION MONEY		0.00
A	SUB TOTAL (A1-A2+A3)	40,896,906,051.07	40,896,906,051.07
B	ADD VALUE OF BILL NO.1	118,912,953.19	162,768,203.19
C1	ADD TEMP. ADVANCE FOR MATERIALS ON SITE	0.00	0.00
C2	DEDUCT TEMP. ADVANCE FOR MATERIALS ON SITE	0.00	0.00
C3	ADD ADVANCE PAYMENT	34,335,787,944.82	34,335,787,944.82
C4	DEDUCT REPAYMENT OF ADVANCE PAYMENT	4,563,548,397.40	4,563,548,397.40
C	SUB TOTAL (C1-C2+C3-C4)	29,772,239,547.42	29,772,239,547.42
D1	ADD VARIATION IN PRICE OF LABOUR	0.00	0.00
D2	ADD VARIATION IN PRICE OF MATERIALS	1,312,496,343.66	1,312,496,343.66
	ADD VARIATION IN CPI	1,383,948,509.30	1,383,948,509.30
D3	ADD CONTIGENCIES	127,142,446.90	127,142,446.90
D	SUB TOTAL (D1+D2+D3)	2,823,587,299.86	2,823,587,299.86
E	TOTAL AMOUNT CERTIFIED TO DATE (A+B+C+D)	73,611,645,851.54	73,655,502,101.48
F	DEDUCT PREVIOUS AMOUNT CERTIFIED	71,004,296,672.21	71,004,296,672.21
G	AMOUNT NOW DUE IN THIS STATEMENT	2,607,349,179.33	2,651,205,429.27
H	ADD 7.5% VAT (0.075*G)	195,551,188.45	198,840,407.20
I	GROSS AMOUNT CERTIFIED	2,802,900,367.78	2,850,045,836.47

Technical Update: Abuja-Kano Road Project



Summary of IC 38 (December 2021) Summary Section III

REHABILITATION OF ABUJA-KADUNA-ZARIA-KANO DUAL CARRIAGEWAY IN FCT, KADUNA, AND KANO STATES. CONTRACT NO. 6350 CONTRACT SUM: NGN 264,983,322,767.85 CONTRACTOR: MESSRS. JULIUS BERGER NIGERIA PLC INTERIM STATEMENT NO. 38				SECTION III
				PERIOD ENDING: DECEMBER, 2022
SUMMARY SECTION III				
ITEM	DESCRIPTION	AMOUNT (NGN)	AMOUNT (NGN) CERTIFIED BY FMWH	
A1	VALUE OF PERMANENT WORKS (EXCEPT BILL 1)	64,195,609,499.81	64,195,609,499.81	
A2	DEDUCT RETENTION IN ACCORDANCE WITH CLAUSE 60; 5% OF PERMANENT WORK (0.05*A1)	0.00	0.00	
A3	ADD REPAYMENT OF RETENTION MONEY	0.00	0.00	
A	SUB TOTAL (A1-A2+A3)	64,195,609,499.81	64,195,609,499.81	
B	ADD VALUE OF BILL NO.1	149,914,385.44	258,112,087.32	
C1	ADD TEMP. ADVANCE FOR MATERIALS ON SITE		0.00	
C2	DEDUCT TEMP. ADVANCE FOR MATERIALS ON SITE	0.00	0.00	
C3	ADD ADVANCE PAYMENT	49,084,234,114.07	49,084,234,114.07	
C4	DEDUCT REPAYMENT OF ADVANCE PAYMENT	10,553,673,269.17	10,553,673,269.17	
C	SUB TOTAL (C1-C2+C3-C4)	38,530,560,844.90	38,530,560,844.90	
D1	ADD VARIATION IN PRICE OF LABOUR	0.00	0.00	
D2	ADD VARIATION IN PRICE OF MATERIALS	278,022,143.74	278,022,143.74	
	ADD VARIATION IN CPI	1,796,679,662.18	1,796,679,662.18	
D3	ADD CONTIGENCIES	124,345,086.30	124,345,086.30	
D	SUB TOTAL (D1+D2+D3)	2,199,046,892.22	2,199,046,892.22	
E	TOTAL AMOUNT CERTIFIED TO DATE (A+B+C+D)	105,075,131,622.37	105,183,329,324.25	
F	DEDUCT PREVIOUS AMOUNT CERTIFIED	102,633,662,599.63	102,633,662,599.63	
G	AMOUNT NOW DUE IN THIS STATEMENT	2,441,469,022.74	2,549,666,724.62	
H	ADD 7.5% VAT (0.075*G)	183,110,176.71	191,225,004.35	
I	GROSS AMOUNT CERTIFIED	2,624,579,199.45	2,740,891,728.97	

1. The **Percentage Completion** for each section as at the end of March 2023 (Q1 2023) is stated below

Section I	15.13%
Section II	61.78%
Section III	56.63%
Percentage Completion of Permanent works of the entire Project Length	44.51%

Time Elapsed

Section I	69.04%
Section II	94.54%
Section III	95.08%

1. Summary of Work Done on IC 48 (October 2022)

Works Done on IC 48 (October 2022) Section I: Abuja-Kaduna

S/N	ACTIVITIES	LOCATION (CHAINAGES)
1	Maintenance of existing C/way	0+000-165+500 LHS & RHS

Works Done on IC 48 (October 2022) Section II: Kaduna-Zaria

S/N	ACTIVITIES	LOCATION (CHAINAGES)
1	Bush Clearing	192+702-196+250 LHS, 180+500-183+920 RHS
2	Excavate to Fill	249+315-251+960 LHS, 180+500-183+920 RHS
3	Scarification (Shoulders)	184+190-184+225 RHS, 202+465-202+470 LHS
4	Scarification (C/way)	249+315-251+960 LHS, 180+500-183+920 RHS
5	Trapezoidal Drain	253+167-253+211 Median, 193+050-193+054, 192+738-192+770, 218+283-218+513, 253+032-253+167, 244+920-252+968
6	Precast Chutes	224+518-225+040 Median
7	Bitumen Stabilized Material	187+900-242+630 LHS, 217+300-223+460 RHS
8	Tack Coat on BSM	187+900-242+630 LHS, 217+300-223+460 RHS
9	Asphaltic Binder	239+900-249+315 LHS, 206+800-209+100 RHS
10	Tack Coat on Binder	239+900-249+315 LHS, 206+800-209+100 RHS
11	Asphaltic Wearing	239+900-249+315 LHS, 206+800-209+100 RHS
12	Roadway Marking	214+600-217+248 LHS&RHS, 235+897.5-239+470 LHS&RHS

Works Done on IC 48 (October 2022) Section III: Zaria-Kano

S/N	ACTIVITIES	LOCATION (CHAINAGES)
1	Site Clearance	253+400-253+485
2	Scarification (C/way)	332+200-378+800 RHS, 300+230-307+650 LHS
3	Excavate Unsuitable Materials	379+879-379+899 LHS
4	Provide Rock Boulders as Filter	386+294-386+300 (Median), 384+730-384+969 (Median)
5	Construct Box Culverts	321+800-387+552 LHS
6	Trapezoidal Drain	381+268-381+367 RHS, 381+485-361+691 RHS
7	Concrete Kerbs	281+810-282+140 RHS, 300+258-300+318 LHS
8	Bitumen Stabilized Materials	286+290-288+420 RHS, 258+005-258+505 LHS @ layby
9	Tack Coat on BSM	298+963-300+000 LHS, 283+310-283+845 RHS
10	Asphaltic Binder	298+963-300+000 LHS, 283+310-283+845 RHS
11	Tack Coat on Binder	298+963-300+000 LHS, 283+310-283+845 RHS
12	Asphaltic Wearing	298+963-300+000 LHS, 283+310-283+845 RHS
13	Roadway Markings	314+000-315+600 RHS, 316+450-318+600 RHS

2. Summary of IC 48 (October 2022)

The Interim Certificate No. 48 covered the works executed by the contractor as at the end of October 2022. The Interim Certificate was vetted by the Federal Ministry of Works and Housing and further checked by the Technical Advisers (Ondur/HOP).

The works were carried out satisfactorily and in conformity with the relevant clauses of the FMW&H specifications and standard conditions of Contracts.

The certified amount of the permanent works are consistent with the works executed on site as shown in the summary of works done during the month.

The amount certified for payment by FMW&H is ₦ 3,790,457,564.85 while the sum of ₦ 4,385,926,546.59 was recommended by Ondur/HOP.

The difference in the FMW&H certified amount and that of Ondur/HOP is due to the restoration of claims in Section II that were earlier declined in IC 44, IC 46 and IC 47. The restoration is allowed because provision is now made for the quantities and funding of these items of work in the approved RBEME No.3. The total amount restored is in the sum of ₦ 553,924,634.18. This is made up of ₦ 153,124,243.63, ₦ 269,813,963.54, and ₦ 130,986,427.01 in IC 44, IC 46, and IC 47 respectively

Technical Update: Abuja-Kano Road Project



Summary of IC 48 (October 2022) General Summary

REHABILITATION OF ABUJA-KADUNA-ZARIA-KANO DUAL CARRIAGEWAY IN FCT, KADUNA, AND KANO STATES. CONTRACT NO. 6350			
CONTRACT SUM: NGN797,236,523,738.87			
CONTRACTOR: MESSRS. JULIUS BERGER NIGERIA PLC			
INTERIM STATEMENT NO. 48		PERIOD ENDING: OCTOBER, 2022	
GENERAL SUMMARY			
ITEM	DESCRIPTION	Certified by FMW&H	Recommended by Ondur/HOP
		AMOUNT (NGN)	
A1	VALUE OF PERMANENT WORKS (EXCEPT BILL 1)	229,509,617,048.14	228,428,583,238.84
A2	DEDUCT RETENTION IN ACCORDANCE WITH CLAUSE 60; 5% OF PERMANENT WORK (0.05*A1)	0.00	0.00
A3	ADD REPAYMENT OF RETENTION MONEY	0.00	0.00
A	SUB TOTAL (A1-A2+A3)	133,156,794,680.21	228,428,583,238.84
B	ADD VALUE OF BILL 1	515,826,213.62	515,826,213.63
C1	ADD TEMP. ADVANCE FOR MATERIALS ON SITE		
C2	DEDUCT TEMP. ADVANCE FOR MATERIALS ON SITE	0.00	0.00
C3	ADD ADVANCE PAYMENT	161,646,592,729.42	161,646,592,729.42
C4	DEDUCT REPAYMENT OF ADVANCE PAYMENT	35,942,992,623.56	35,942,992,623.56
C	SUB TOTAL (C1-C2+C3-C4)	125,703,600,105.86	125,703,600,105.86
D1	ADD VARIATION IN PRICE OF LABOUR	0.00	0.00
D2	ADD VARIATION IN PRICE OF MATERIALS	22,205,016,840.75	21,996,734,288.29
	ADD VARIATION IN CPI	4,953,454,196.52	4,499,024,471.10
D3	ADD CONTIGENCIES	953,989,869.51	288,154,199.45
D	SUB TOTAL (D1+D2+D3)	28,112,460,906.78	26,783,912,958.84
E	TOTAL AMOUNT CERTIFIED TO DATE (A+B+C+D)	384,212,034,408.79	381,431,922,517.17
F	DEDUCT PREVIOUS AMOUNT CERTIFIED	380,686,027,371.72	377,351,990,845.92
G	AMOUNT NOW DUE IN THIS STATEMENT	3,774,701,872.67	4,079,931,671.25
H	ADD 7.5% VAT (0.075*G)	264,450,527.78	305,994,875.34
I	GROSS AMOUNT CERTIFIED	3,790,457,564.85	4,385,926,546.59

Technical Update: Abuja-Kano Road Project



Summary of IC 48 (October 2022) Summary Section I

REHABILITATION OF ABUJA-KADUNA-ZARIA-KANO DUAL CARRIAGEWAY IN FCT, KADUNA, AND KANO STATES. CONTRACT NO. 6350			
CONTRACT SUM: NGN 358, 078,102,147.97		SECTION I	
CONTRACTOR: MESSRS. JULIUS BERGER NIGERIA PLC			
INTERIM STATEMENT NO. 48			
		PERIOD ENDING: OCTOBER, 2022	
SUMMARY SECTION I			
ITEM	DESCRIPTION	Certified by FMW&H	Recommended by Ondur/HOP
		AMOUNT (NGN)	
A1	VALUE OF PERMANENT WORKS (EXCEPT BILL 1)	42,669,125,707.68	42,669,125,707.68
A2	DEDUCT RETENTION IN ACCORDANCE WITH CLAUSE 60; 5% OF PERMANENT WORK (0.05*A1)	0.00	0.00
A3	ADD REPAYMENT OF RETENTION MONEY		
A	SUB TOTAL (A1-A2+A3)	38,902,384,389.15	42,669,125,707.68
B	ADD VALUE OF BILL NO.1	246,998,875.00	246,998,875.00
C1	ADD TEMP. ADVANCE FOR MATERIALS ON SITE		
C2	DEDUCT TEMP. ADVANCE FOR MATERIALS ON SITE	0.00	0.00
C3	ADD ADVANCE PAYMENT	78,226,570,670.53	78,226,570,670.53
C4	DEDUCT REPAYMENT OF ADVANCE PAYMENT	5,198,222,952.59	5,198,222,952.59
C	SUB TOTAL (C1-C2+C3-C4)	73,028,347,717.94	73,028,347,717.94
D1	ADD VARIATION IN PRICE OF LABOUR	0.00	0.00
D2	ADD VARIATION IN PRICE OF MATERIALS	1,530,312,529.20	282,928,255.46
	ADD VARIATION IN CPI	1,530,312,529.20	1,318,396,299.62
D3	ADD CONTIGENCIES	702,502,336.31	36,666,666.25
D	SUB TOTAL (D1+D2+D3)	2,724,025,673.43	1,637,991,221.33
E	TOTAL AMOUNT CERTIFIED TO DATE (A+B+C+D)	119,580,071,773.48	117,582,463,521.95
F	DEDUCT PREVIOUS AMOUNT CERTIFIED	119,580,071,773.48	117,582,463,521.95
G	AMOUNT NOW DUE IN THIS STATEMENT	0.00	0.00
H	ADD 7.5% VAT (0.075*G)	0.00	0.00
I	GROSS AMOUNT CERTIFIED	0.00	0.00

Technical Update: Abuja-Kano Road Project



Summary of IC 48 (October 2022) Summary Section II

REHABILITATION OF ABUJA-KADUNA-ZARIA-KANO DUAL CARRIAGEWAY IN FCT, KADUNA, AND KANO STATES. CONTRACT NO. 6350			
CONTRACT SUM: NGN 174,175,098,823.06		SECTION II	
CONTRACTOR: MESSRS. JULIUS BERGER NIGERIA PLC			
INTERIM STATEMENT NO. 48			
		PERIOD ENDING: OCTOBER, 2022	
SUMMARY SECTION II			
ITEM	DESCRIPTION	Certified by FMW&H	Recommended by Ondur/HOP
		AMOUNT (NGN)	
A1	VALUE OF PERMANENT WORKS (EXCEPT BILL 1)	73,669,638,652.24	73,669,638,652.24
A2	DEDUCT RETENTION IN ACCORDANCE WITH CLAUSE 60; 5% OF PERMANENT WORK (0.05*A1)	0.00	0.00
A3	ADD REPAYMENT OF RETENTION MONEY		
A	SUB TOTAL (A1-A2+A3)	73,669,638,652.24	73,669,638,652.24
B	ADD VALUE OF BILL NO.1	186,698,798.19	118,912,953.19
C1	ADD TEMP. ADVANCE FOR MATERIALS ON SITE		60,293,961.50
C2	DEDUCT TEMP. ADVANCE FOR MATERIALS ON SITE	0.00	60,293,961.50
C3	ADD ADVANCE PAYMENT	34,335,787,944.82	34,335,787,944.82
C4	DEDUCT REPAYMENT OF ADVANCE PAYMENT	12,727,866,693.98	12,727,866,693.98
C	SUB TOTAL (C1-C2+C3-C4)	21,607,921,250.84	21,607,921,250.84
D1	ADD VARIATION IN PRICE OF LABOUR	0.00	0.00
D2	ADD VARIATION IN PRICE OF MATERIALS	8,405,841,112.82	8,405,841,112.82
	ADD VARIATION IN CPI	1,626,462,005.14	1,383,948,509.30
D3	ADD CONTIGENCIES	127,142,446.90	127,142,446.90
D	SUB TOTAL (D1+D2+D3)	10,159,445,564.86	9,916,932,069.02
E	TOTAL AMOUNT CERTIFIED TO DATE (A+B+C+D)	105,623,704,266.13	105,313,404,925.29
F	DEDUCT PREVIOUS AMOUNT CERTIFIED	104,439,072,094.74	103,574,848,119.72
G	AMOUNT NOW DUE IN THIS STATEMENT	1,184,632,171.39	1,738,556,805.57
H	ADD 7.5% VAT (0.075*G)	88,847,412.85	130,391,760.42
I	GROSS AMOUNT CERTIFIED	1,273,479,584.24	1,868,948,565.99

Technical Update: Abuja-Kano Road Project



Summary of IC 48 (October 2022) Summary Section III

REHABILITATION OF ABUJA-KADUNA-ZARIA-KANO DUAL CARRIAGEWAY IN FCT, KADUNA, AND KANO STATES. CONTRACT NO. 6350			
CONTRACT SUM: NGN 264,983,322,767.85			SECTION III
CONTRACTOR: MESSRS. JULIUS BERGER NIGERIA PLC			
INTERIM STATEMENT NO. 48			
PERIOD ENDING: OCTOBER, 2022			
SUMMARY SECTION III			
ITEM	DESCRIPTION	Certified by FMW&H	Recommended by Ondur/HOP
		AMOUNT (NGN)	
A1	VALUE OF PERMANENT WORKS (EXCEPT BILL 1)	112,453,825,476.29	112,089,818,878.92
A2	DEDUCT RETENTION IN ACCORDANCE WITH CLAUSE 60; 5% OF PERMANENT WORK (0.05*A1)	0.00	0.00
A3	ADD REPAYMENT OF RETENTION MONEY	0.00	0.00
A	SUB TOTAL (A1-A2+A3)	112,453,825,476.29	112,089,818,878.92
B	ADD VALUE OF BILL NO.1	258,112,087.32	149,914,385.44
C1	ADD TEMP. ADVANCE FOR MATERIALS ON SITE		
C2	DEDUCT TEMP. ADVANCE FOR MATERIALS ON SITE	0.00	0.00
C3	ADD ADVANCE PAYMENT	49,084,234,114.07	49,084,234,114.07
C4	DEDUCT REPAYMENT OF ADVANCE PAYMENT	18,016,902,976.99	18,016,902,976.99
C	SUB TOTAL (C1-C2+C3-C4)	31,067,331,137.08	31,067,331,137.08
D1	ADD VARIATION IN PRICE OF LABOUR	0.00	0.00
D2	ADD VARIATION IN PRICE OF MATERIALS	13,307,964,920.01	13,307,964,920.01
	ADD VARIATION IN CPI	1,796,679,662.18	1,796,679,662.18
D3	ADD CONTIGENCIES	124,345,086.30	124,345,086.30
D	SUB TOTAL (D1+D2+D3)	15,228,989,668.49	15,228,989,668.49
E	TOTAL AMOUNT CERTIFIED TO DATE (A+B+C+D)	159,008,258,369.18	158,536,054,069.93
F	DEDUCT PREVIOUS AMOUNT CERTIFIED	156,666,883,503.50	156,194,679,204.25
G	AMOUNT NOW DUE IN THIS STATEMENT	2,341,374,865.68	1,864,434,123.26
H	ADD 7.5% VAT (0.075*G)	175,603,114.93	175,603,114.93
I	GROSS AMOUNT CERTIFIED	2,516,977,980.61	2,516,977,980.61

1. Summary of Work Done on IC 56 (May 2023)

Works Done on IC 56 (May 2023) Section I: Abuja-Kaduna

S/N	ACTIVITIES	LOCATION (CHAINAGES)
1	Bush clearing	134+950-138+120 RHS, 155+750-157+400 RHS
2	Excavate to Fill	130+000-136+680 RHS
3	Scarification (Shoulders)	155+200-155+500, 155+750-155+900, 156+050-156+250
4	Scarification (C/way)	154+105-154+700 RHS, 158+600-158+960 RHS
5	Cement stabilized material	135+510-133+560, 133+800-134+120, 137+334-137+595, 148+760-149+064
6	Provide pipe culvert	141+500 Median
7	Box culvert extension	144+798 RHS, 143+442 RHS, 143+191 RHS, 141+835 RHS, 147+888 RHS
8	Bitumen stabilized material	130+010-134+782 RHS, 135+122-136+149 RHS, 141+340-141+664, 148+760-149+064
9	Tack coat on bsm	130+010-134+782 RHS, 135+122-136+149 RHS, 141+340-141+664, 148+760-149+064
10	Asphaltic binder	130+010-134+782 RHS, 135+122-136+149 RHS, 141+340-141+664, 148+760-149+064

Works Done on IC 56 (May 2023) Section II: Kaduna-Zaria

S/N	ACTIVITIES	LOCATION (CHAINAGES)
1	Excavate to fill	206+800-209+100, 217+300-220+400 (median)
2	Removal of unsuitable materials	249+174-249+219 RHS (Replacement)
3	Provide box culvert	227+353-227+290, 250+440 (manhole wingwalls apron etc)
4	Trapezoidal drain	185+901-186+373 (median), 186+462-186+758 median, 187+019-181+895 median, 180+865-180+870, 184+180-184+195
5	Heavy duty rectangular drain	252+242-252+510, 188+764-188+840, 182+871-182+886
6	Stone pitching	252+565 RHS, 249+236 RHS, 183+500 RHS
7	Precast chute	225+046-225+8333 median, 207+137-208+114 median
8	Concrete kerbs	246+982-247+287 RHS, 247+331-248+038 RHS
9	Median barrier	252+652-252+735, 253+430-253+485, 248+991-249+339, 249+993-250+255, 239+560-239+680, 181+571-181+700, 180+457-180+502, 217+258-217+300
10	Desilting drains	222+140-222+900, 180+000-183+500 (median)
11	Provide cover slab	252+242-252+510, 188+764-188+840, 182+871-182+886
12	Tack coat	227+070-227+550
13	Asphaltic binder	227+380 (1227.562m ²) @ layby
14	Asphaltic wearing	227+380 (1218.61m ²) @ layby

Works Done on IC 56 (May 2023) Section III: Zaria-Kano

S/N	ACTIVITIES	LOCATION (CHAINAGES)
1	Excavate to fill	289+500-291+100, 303+650-305+400, 260+125 & 253+865 (median u-turn island)
2	Scarification (C/way)	293+470-299+430 RHS
3	Excavate Unsuitable Materials	305+140-305+219 LHS, 306+069-306+100 LHS, 306+380-306+404 LHS, 306+105-306+200 LHS, 290+702-290+712, 289+810-289+817 RHS
4	Dub in grass	260+690-264+400 RHS, 266+650-269+110 RHS (median), 264+400-269+100 RHS (outer)
5	Construct Box Culverts	379+469 RHS (wingwall apron etc)
6	Rectangular drain	377+802-377+852, 383+549-383+644, 383+134-383+161, 386+198-386+293, 379+393-379+469, 385+025-385+170, 385+528-385+697, 386+364-386+581, 386+581-386+606, 346+155-346+222
7	Median barrier	260+310-260+418, 259+940-259+970, 253+680-253+766
8	Provide cover slab	383+052-383+067 RHS, 378+080-378+100 RHS, 382+982-382+992 RHS, 377+798-378+439 RHS
9	Concrete kerbs	302+000-302+518 LHS, 304+080-306+610 LHS, 306+916-307+084 LHS
10	Bitumen stabilized material	303+380-303+470 LHS, 304+080-306+610 LHS, 289+545-292+710 RHS, 293+066-293+375 RHS
11	Tack coat on bsm	303+380-303+470 LHS, 304+080-306+610 LHS, 289+545-292+710 RHS, 293+066-293+375 RHS
12	Asphaltic binder	289+530-290+460 LHS, 301+965-305+364 LHS, 305+862-306+610 LHS
13	Asphaltic wearing	253+400-254+050 RHS at u-turn, 260+680-260+775 RHS, 260+680-260+775 RHS
14	Roadway markings	253+400-260+700 RHS, 265+400-271+850 RHS, 272+595-273+743 RHS

2. Summary of IC 56 (May 2023)

The Interim Certificate No. 56 covered the works executed by the contractor as at the end of May 2023. The Interim Certificate was vetted by the Federal Ministry of Works and Housing and further verified by the Technical Advisers (Ondur/HOP).

The works were carried out satisfactorily and in conformity with the relevant clauses of the FMW&H specifications and standard conditions of Contracts.

The certified amount of the permanent works are consistent with the works executed on site as shown in the summary of works done during the month.

The amount certified for payment by FMW&H is ₦ 7,025,050,861.58 while the sum of ₦ 6,223,816,532.38 was recommended by Ondur/HOP.

The difference in the FMW&H certified amount and that of Ondur/HOP is due mainly to the disparity in the value of the VOP claims approved.

Summary of IC 56 (May 2023) General Summary

REHABILITATION OF ABUJA-KADUNA-ZARIA-KANO DUAL CARRIAGEWAY IN FCT, KADUNA, AND KANO STATES. CONTRACT NO. 6350			
CONTRACT SUM: NGN797,236,523,738.87			
CONTRACTOR: MESSRS. JULIUS BERGER NIGERIA PLC			
INTERIM STATEMENT NO. 56			PERIOD ENDING: MAY, 2023
GENERAL SUMMARY			
ITEM	DESCRIPTION	Certified by FMW&H	Recommended by Ondur/HOP
		AMOUNT (NGN)	
A1	VALUE OF PERMANENT WORKS (EXCEPT BILL 1)	271,354,541,246.77	271,354,497,170.44
A2	DEDUCT RETENTION IN ACCORDANCE WITH CLAUSE 60; 5% OF PERMANENT WORK (0.05*A1)	0.00	0.00
A3	ADD REPAYMENT OF RETENTION MONEY	0.00	0.00
A	SUB TOTAL (A1-A2+A3)	271,354,541,246.77	271,354,497,170.44
B	ADD VALUE OF BILL 1	1,576,935,676.14	1,332,312,919.40
C1	ADD TEMP. ADVANCE FOR MATERIALS ON SITE		
C2	DEDUCT TEMP. ADVANCE FOR MATERIALS ON SITE	0.00	0.00
C3	ADD ADVANCE PAYMENT	161,646,592,729.42	161,646,592,729.42
C4	DEDUCT REPAYMENT OF ADVANCE PAYMENT	51,126,275,512.93	51,126,275,512.93
C	SUB TOTAL (C1-C2+C3-C4)	110,520,317,216.49	110,520,317,216.49
D1	ADD VARIATION IN PRICE OF LABOUR	0.00	0.00
D2	ADD VARIATION IN PRICE OF MATERIALS	34,470,018,030.37	33,716,625,117.22
	ADD VARIATION IN CPI	4,741,537,966.94	4,499,024,471.10
D3	ADD CONTIGENCIES	415,064,902.78	415,064,902.78
D	SUB TOTAL (D1+D2+D3)	39,626,620,900.09	38,630,714,491.10
E	TOTAL AMOUNT CERTIFIED TO DATE (A+B+C+D)	423,078,415,039.49	421,837,841,797.43
F	DEDUCT PREVIOUS AMOUNT CERTIFIED	416,475,698,160.46	416,048,245,023.12
G	AMOUNT NOW DUE IN THIS STATEMENT	6,534,931,034.03	5,789,596,774.31
H	ADD 7.5% VAT (0.075*G)	490,119,827.55	434,219,758.07
I	GROSS AMOUNT CERTIFIED	7,025,050,861.58	6,223,816,532.38

Summary of IC 56 (May 2023) Summary Section I

REHABILITATION OF ABUJA-KADUNA-ZARIA-KANO DUAL CARRIAGEWAY IN FCT, KADUNA, AND KANO STATES. CONTRACT NO. 6350			
CONTRACT SUM: NGN 358, 078,102,147.97		SECTION I	
CONTRACTOR: MESSRS. JULIUS BERGER NIGERIA PLC			
INTERIM STATEMENT NO. 56		PERIOD ENDING: MAY, 2023	
SUMMARY SECTION I			
ITEM	DESCRIPTION	Certified by FMW&H	Recommended by Ondur/HOP
		AMOUNT (NGN)	
A1	VALUE OF PERMANENT WORKS (EXCEPT BILL 1)	51,175,598,852.60	51,175,598,852.60
A2	DEDUCT RETENTION IN ACCORDANCE WITH CLAUSE 60; 5% OF PERMANENT WORK (0.05*A1)	0.00	0.00
A3	ADD REPAYMENT OF RETENTION MONEY		
A	SUB TOTAL (A1-A2+A3)	51,175,598,852.60	51,175,598,852.60
B	ADD VALUE OF BILL NO.1	909,746,931.25	909,746,931.25
C1	ADD TEMP. ADVANCE FOR MATERIALS ON SITE		
C2	DEDUCT TEMP. ADVANCE FOR MATERIALS ON SITE	0.00	0.00
C3	ADD ADVANCE PAYMENT	78,226,570,670.53	78,226,570,670.53
C4	DEDUCT REPAYMENT OF ADVANCE PAYMENT	5,198,222,952.59	5,198,222,952.59
C	SUB TOTAL (C1-C2+C3-C4)	73,028,347,717.94	73,028,347,717.94
D1	ADD VARIATION IN PRICE OF LABOUR	0.00	0.00
D2	ADD VARIATION IN PRICE OF MATERIALS	2,659,061,347.42	2,659,061,347.42
	ADD VARIATION IN CPI	1,318,396,299.62	1,318,396,299.62
D3	ADD CONTIGENCIES	163,577,369.58	163,577,369.58
D	SUB TOTAL (D1+D2+D3)	4,141,035,016.62	4,141,035,016.62
E	TOTAL AMOUNT CERTIFIED TO DATE (A+B+C+D)	129,254,728,518.41	129,254,728,518.41
F	DEDUCT PREVIOUS AMOUNT CERTIFIED	125,887,725,482.93	125,887,725,482.93
G	AMOUNT NOW DUE IN THIS STATEMENT	3,367,003,035.48	3,367,003,035.48
H	ADD 7.5% VAT (0.075*G)	252,525,227.66	252,525,227.66
I	GROSS AMOUNT CERTIFIED	3,619,528,263.14	3,619,528,263.14

Summary of IC 56 (May 2023) Summary Section II

REHABILITATION OF ABUJA-KADUNA-ZARIA-KANO DUAL CARRIAGEWAY IN FCT, KADUNA, AND KANO STATES. CONTRACT NO. 6350			
CONTRACT SUM: NGN 174,175,098,823.06		SECTION II	
CONTRACTOR: MESSRS. JULIUS BERGER NIGERIA PLC		PERIOD ENDING: MAY, 2023	
INTERIM STATEMENT NO. 56			
SUMMARY SECTION II			
ITEM	DESCRIPTION	Certified by FMW&H	Recommended by Ondur/HOP
		AMOUNT (NGN)	
A1	VALUE OF PERMANENT WORKS (EXCEPT BILL 1)	91,654,911,843.10	91,654,910,842.66
A2	DEDUCT RETENTION IN ACCORDANCE WITH CLAUSE 60; 5% OF PERMANENT WORK (0.05*A1)	0.00	0.00
A3	ADD REPAYMENT OF RETENTION MONEY		
A	SUB TOTAL (A1-A2+A3)	91,654,911,843.10	91,654,910,842.66
B	ADD VALUE OF BILL NO.1	254,484,643.19	153,671,298.19
C1	ADD TEMP. ADVANCE FOR MATERIALS ON SITE		60,293,961.50
C2	DEDUCT TEMP. ADVANCE FOR MATERIALS ON SITE	0.00	60,293,961.50
C3	ADD ADVANCE PAYMENT	34,335,787,944.82	34,335,787,944.82
C4	DEDUCT REPAYMENT OF ADVANCE PAYMENT	20,220,820,037.93	20,220,820,037.93
C	SUB TOTAL (C1-C2+C3-C4)	14,114,967,906.89	14,114,967,906.89
D1	ADD VARIATION IN PRICE OF LABOUR	0.00	0.00
D2	ADD VARIATION IN PRICE OF MATERIALS	13,917,054,639.94	13,917,054,639.94
	ADD VARIATION IN CPI	1,626,462,005.14	1,383,948,509.30
D3	ADD CONTIGENCIES	127,142,446.90	127,142,446.90
D	SUB TOTAL (D1+D2+D3)	15,670,659,091.98	15,428,145,596.14
E	TOTAL AMOUNT CERTIFIED TO DATE (A+B+C+D)	121,695,023,485.16	121,351,695,643.88
F	DEDUCT PREVIOUS AMOUNT CERTIFIED	120,531,335,273.83	120,179,948,779.47
G	AMOUNT NOW DUE IN THIS STATEMENT	1,163,688,211.33	1,171,746,864.41
H	ADD 7.5% VAT (0.075*G)	87,276,615.85	87,881,014.83
I	GROSS AMOUNT CERTIFIED	1,250,964,827.18	1,259,627,879.24

Summary of IC 56 (May 2023) Summary Section III

REHABILITATION OF ABUJA-KADUNA-ZARIA-KANO DUAL CARRIAGEWAY IN FCT, KADUNA, AND KANO STATES. CONTRACT NO. 6350			
CONTRACT SUM: NGN 264,983,322,767.85			SECTION III
CONTRACTOR: MESSRS. JULIUS BERGER NIGERIA PLC			
INTERIM STATEMENT NO. 56			
			PERIOD ENDING: MAY, 2023
SUMMARY SECTION III			
ITEM	DESCRIPTION	Certified by FMW&H	Recommended by Ondur/HOP
		AMOUNT (NGN)	
A1	VALUE OF PERMANENT WORKS (EXCEPT BILL 1)	128,524,030,551.07	128,523,987,475.18
A2	DEDUCT RETENTION IN ACCORDANCE WITH CLAUSE 60; 5% OF PERMANENT WORK (0.05*A1)	0.00	0.00
A3	ADD REPAYMENT OF RETENTION MONEY	0.00	0.00
A	SUB TOTAL (A1-A2+A3)	128,524,030,551.07	128,523,987,475.18
B	ADD VALUE OF BILL NO.1	412,704,101.70	268,894,689.96
C1	ADD TEMP. ADVANCE FOR MATERIALS ON SITE	0.00	0.00
C2	DEDUCT TEMP. ADVANCE FOR MATERIALS ON SITE	0.00	0.00
C3	ADD ADVANCE PAYMENT	49,084,234,114.07	49,084,234,114.07
C4	DEDUCT REPAYMENT OF ADVANCE PAYMENT	25,707,232,522.41	25,707,232,522.41
C	SUB TOTAL (C1-C2+C3-C4)	23,377,001,591.66	23,377,001,591.66
D1	ADD VARIATION IN PRICE OF LABOUR	0.00	0.00
D2	ADD VARIATION IN PRICE OF MATERIALS	17,893,902,043.01	17,140,509,129.86
	ADD VARIATION IN CPI	1,796,679,662.18	1,796,679,662.18
D3	ADD CONTIGENCIES	124,345,086.30	124,345,086.30
D	SUB TOTAL (D1+D2+D3)	19,814,926,791.49	19,061,533,878.34
E	TOTAL AMOUNT CERTIFIED TO DATE (A+B+C+D)	172,128,663,035.92	171,231,417,635.14
F	DEDUCT PREVIOUS AMOUNT CERTIFIED	170,124,423,248.70	169,980,570,760.72
G	AMOUNT NOW DUE IN THIS STATEMENT	2,004,239,787.22	1,250,846,874.42
H	ADD 7.5% VAT (0.075*G)	150,317,984.04	93,813,515.58
I	GROSS AMOUNT CERTIFIED	2,154,557,771.26	1,344,660,390.00

Second Niger Bridge

The Second Niger Bridge

1. Works Done for the Period of June 2021:

- On-going Site Works:

- a) Niger Bridge:

- West Approach Bridge Superstructure – Incremental launching:
 - Segment 13 (South) – Launched
 - Segment 14 (South) – Rebar prefabrication
- Main Bridge Superstructure:
 - Axis 250 (North) – Installation of VBC-3
 - Axis 250 (South) – Installation of VBC-4
 - Axis 260 (North) – Removal of equipment and materials
 - Axis 260 (South) – Removal of equipment and materials
 - Axis 270 (North) – Casting of segments 1 (East/West) completed
 - Axis 270 (South) – Installation of VBC-2
 - Axis 280 (North) – Removal of equipment and materials
 - Axis 280 (South) – Removal of equipment and materials
- East Approach Bridge:
 - Installation of drain and filter layer
 - Installation of geotextile upper layer
 - Backfilling of abutment 330

- b) Access Roads:

- Earthworks and road pavement:
 - Sand fill at CH 27+870 to 28+000
 - Removal of surcharge at CH 28+321 to 28+700 completed; CH28+000 to 28+280
 - Compaction and levelling to formation level at CH 29+300 to 29+400 (RHS)
 - Cement stabilization at CH 29+880 to 30+100 and CH 32+590 to 32+900 (LHS)
 - 1st layer crushed stone base at CH 32+100 to 32+32+370 (LHS)
 - 2nd layer crushed stone base and asphalt prime coat at CH 30+980 to 32+890 (RHS)
 - GEC installation at CH 30+400 to 30+730
- Culverts and storm water drainage:
 - Installation of chutes at CH 30+891 to 31+560 (LHS)
 - Installation of gully at CH 30+891 to 31+560 (LHS)
 - Installation of box culvert 30+200
 - Storm drain at CH 33+525 to 33+585, 33+700 to 33+760 and 34+595 to 34+650
 - Backfilling of storm drain at CH 28+995 to 29+410 on-going
 - Procurement of precast concrete pipes and manhole components for culverts
- Amakom Bridge:
 - Stone pitching at Axis 10 embankment (RHS) completed
 - Formwork installation and casting of median barrier
- Electrical works:
 - Laying of cable ducts at 23+000 to 25+525 (RHS) and Installation of street lighting foundation at 25+177 to 25+300 (RHS)
 - Installation of JBL and cable ducts at CH 29+353 and Raising/shifting of 330kV high tension lines at CH 33+380 and 33+80

The Second Niger Bridge

c) Owerri Interchange:

- Earthworks and road pavement:
 - Scarification, clearing, levelling and filling of laterite to formation level of Onitsha-Owerri Expressway
 - Slope cutting and top soiling at CH 34+664 to 34+895 (LHS)
 - Clearing and levelling of quadrant 3
 - Top soiling of slip roads 1, 2, 5 and main road 1 embankments at quadrant 4
 - Grassing and wicker works at quadrant 2 and 4
 - Installation of electrical ducts
 - Installation of street lighting foundation at quadrant 4
- Culverts and storm water drainage:
 - Excavation, formwork and casting of concrete v-drain at Onitsha-Owerri Expressway (RHS) and slip road 3
 - Installation of culvert C2 inlet structure
 - Installation of chutes at Main Road 1
 - Construction of U-channel U-channel at quadrant 2: Connection to C20 done; outlet pending
 - Construction of U-channel connecting culvert C4 to C6
 - Construction of U-channel connecting C7 and C8
- Construction of flyover bridge:
 - Installation of centre parapets and verge completed (LHS/RHS)

d) Toll Station:

- | | |
|--|--|
| <ul style="list-style-type: none"> • Vehicle Service Building: <ul style="list-style-type: none"> ○ Block work for walls ○ Plastering of inner walls ○ MEP works ○ Roofing ○ Installation of windows • O&M Building: <ul style="list-style-type: none"> ○ MEP works ○ Installation of windows and doors • Control Building: <ul style="list-style-type: none"> ○ Reinforcement, formwork and casting of first floor columns and walls ○ Reinforcement and formwork for first floor deck ○ Block work for walls • Exit Building: <ul style="list-style-type: none"> ○ Roofing ○ Installation of windows and doors • Security Building: <ul style="list-style-type: none"> ○ Roofing ○ MEP works ○ Installation of windows and doors • Utility Building: <ul style="list-style-type: none"> ○ Levelling and blinding for foundations ○ Reinforcement installation and formwork placing for strip foundation | <ul style="list-style-type: none"> • Filling Station: <ul style="list-style-type: none"> ○ No activity • Toll booths: <ul style="list-style-type: none"> ○ MEP works ○ Blinding and reinforcement and casting of booth foundations ○ Reinforcement for walls • Infrastructure: <ul style="list-style-type: none"> ○ Casting of concrete pavement ○ Installation of sanitary and air condition pipes ○ Installation of power cable pipes and manholes ○ Installation of closed U-channel, ground piping for roof drains, storm water drains and manholes ○ Prefabrication and production of precast elements |
|--|--|

The Second Niger Bridge

2. Summary of IC No.27 (June 2021):

- Dar and TSL confirms that the permanent works reflected in IPC 27 are executed and is aligned with the Schedule version 4 of programme of works.
- IC No.27 was duly vetted by the Federal Ministry of Works and Housing (The Engineer) and further checked by the Technical Advisor (Dar Al-Handasah Consultants Ltd).
- The amounts as calculated and vetted by the Engineer for this period's permanent works are consistent with the works observed at the site inspection, consistent with the amounts claimed by the Contractor, and consistent with the verification calculations.
- The Interim Certificate IC No.27 shows an amount (inclusive of 5% VAT) of ₦ 4,788,379,066.37 (Four Billion, Seven Hundred Eighty-Eight Million, Three Hundred Seventy-Nine Thousand, Sixty-Six Naira and Thirty-Seven Kobo) due to the Contractor (Julius Berger Nigeria Plc.) for the period ending June 2021.
- The FMWH has relied on the cumulative amounts for the permanent works, certified in IC 26, as the basis for calculating the cumulative amounts in IC 27 and hence the amounts due for the permanent works in IC 27.
- It has been observed that for Bill No.1:
 - The Total amount of ₦ 3,446,266,990.89 that was certified, is the total amounts of the previous Certificates for ₦ 3,301,390,437.63, in addition to the current IPC 27 for ₦ 144,876,553.26.
- Therefore, Dar and TSL considers that the amount (inclusive of 5% VAT) of ₦ 4,636,258,685.44 (Four Billion, Six Hundred Thirty-Six Million, Two Hundred Fifty-Eight Thousand, Six Hundred Eighty-Five Naira and Forty-Four Kobo) is due for payment to the Contractor for IC No.27.
- The difference between the amount certified by the Federal Ministry of Works and Housing (The Engineer), and the amount recommended by the Technical Advisor (Dar Al-Handasah Consultants Ltd and TSL Engineering Ltd.) is due to the omission of amounts certified in Bill No.1 for IC No.27 as shown in the table below.

	Accumulated IC 27 June 21 Certified by FMWH	Accumulated IC 27 June 21 Recommended by DAR & TSL
A1 Extent Value of Permanent Works Executed (Bill No.2 to 8)	114,298,990,429.40	114,298,990,429.40
A2 Deduct 10% Retention Up to Limit in Clause 60 (Limit: 5%)	0.00	0.00
A3 Add price Retention (Works)	0.00	0.00
A4 Add Recognition of Retention	0.00	0.00
A Subtotal (A1-A2+A3+A4)	114,298,990,429.40	114,298,990,429.40
B1 ADD Value of Bill No.1	3,446,266,990.89	3,301,390,437.63
B Subtotal (B1)	3,446,266,990.89	3,301,390,437.63
C1 Add Temporary Advance for Material on Site	0.00	0.00
C2 Add Advance Payment	29,450,241,060.29	29,450,241,060.29
C3 Deduct Recognition of Advance	15,651,085,828.50	15,651,085,828.50
C Subtotal (C1+C2-C3)	13,799,155,031.02	13,799,155,031.02
D1 ADD: Variation in price Labour	0.00	0.00
D2 ADD: Variation in price Materials	398,967,505.52	398,967,505.52
D3 ADD: Variation in price CPI	3,360,602,103.01	3,360,602,103.01
D4 ADD: Contingencies	0.00	0.00
D Subtotal (D1+D2+D3)	3,759,569,609.33	3,759,569,609.33
E1 Total Amount to be Certified (A+B+C+D) without VAT	155,003,803,061.64	155,154,108,580.12
E2 DEDUCT: Amount Previously Certified without VAT	130,243,622,646.05	130,243,622,646.05
F Total Amount due This month (E1-E2)	4,560,361,015.56	4,415,484,462.32
F ADD: VAT 5%	228,018,050.78	220,774,223.12
Total Amount due this month with VAT (E+F)	4,788,379,066.37	4,636,258,685.44

1. Works Done for the Period of July 2021:

- **On-going Site Works:**

- a) Niger Bridge:

- West Approach Bridge Superstructure – Incremental launching:
 - Segment 16 (South) – Launching completed
 - Segment 17 (South) – Prefabrication of reinforcement and formwork preparation
- Main Bridge Superstructure:
 - Axis 250 (North) – Travel of VBC to segments 2
 - Axis 250 (South) – Levelling and alignment of VBC-4
 - Axis 260 (North) – Cleaning, closing of block outs and cosmetic works
 - Axis 260 (South) – Cleaning, closing of block outs and cosmetic works
 - Axis 270 (North) – Reinforcement installation and formwork preparation for segments 3
 - Axis 270 (South) – Casting of segments 2 (East/West) completed;
 - Axis 280 (North) – Cleaning, closing of block outs and cosmetic works
 - Axis 280 (South) – Cleaning, closing of block outs and cosmetic works
- East Approach Bridge:
 - Backfilling of abutment 330

- b) Access Roads:

- Earthworks and soil improvement:
 - Sand fill for surcharge at CH 27+870 to 28+000
 - Compaction and levelling to formation level at CH 28+750 to 28+900
 - GEC installation at CH 30+400 to 30+730 (RHS)
- Pavement works:
 - Sand cement stabilization from CH 28+760 to 28+820
 - 1st layer crushed stone base from CH 29+450 to 29+290 (LHS)
 - 2nd layer crushed stone base from CH 29+168 to 28+840 (RHS)
 - Asphalt binder course at CH 31+840 to 32+420 (LHS)
 - Casting of concrete barrier from CH 23+130 to 23+460 (CL)
- Culverts and storm water drainage:
 - Construction of concrete v-drain at CH 25+120 to 25+000 (LHS)
 - Installation of chutes at CH 32+289 to 32+854 (LHS) and CH 29+860 to 30+112 (RHS)
 - Installation of box culvert at CH 30+200
 - Installation of storm drain outlet at CH 28+161 (RHS); Installation of storm drain from CH 28+359 to 28+718, from 33+525 to 33+585, from 33+700 to 33+975 and from 34+595 to 34+845
 - Installation of sand traps and pipes crossing access road to village road at Oko Village
 - Procurement of precast concrete pipes and manhole components for culverts
- Amakom Bridge:
 - Formwork preparation, reinforcement installation and casting of connection crash barrier

- b) Access Roads:
 - Electrical works:
 - Installation of JBS manholes at CH 23+250 to 25+000
 - Installation of ducts at CH 25+145 to 23+010
 - Installation of street lighting foundation at CH 25+177 to 25+555 (RHS/LHS)
 - Raising/shifting of 330kV high tension lines at CH 33+380 and 33+800
- c) Owerri Interchange:
 - Earthworks and road pavement:
 - Scarification, clearing, levelling and filling of laterite to formation level of Onitsha-Owerri Expressway from CH 0+000 to 1+000
 - Demolition and clearing of structures for road at Onitsha Owerri Expressway from CH 0+000 to 0+440 (RHS)
 - Slope cutting, top soil placing, grassing and wicker works at main carriageway CH 34+500 to 34+900 (LHS/RHS)
 - Culverts and storm water drainage:
 - Installation of chutes at slip road 5 and main carriageway CH33+700 to 34+000 (LHS/RHS)
 - Excavation and formwork for v-drain at main carriage way CH34+334 to 34+399
 - Construction of U-channel at quadrant 2: Connection to C20 completed; outlet pending
 - Construction of U-channel connecting culvert C4 to C6
 - Construction of U-channel connecting culvert C5 to C7
 - Construction of U-channel connecting culvert C7 to C8 completed
 - Construction of flyover bridge:
 - Installation of centre parapets and verge completed (LHS/RHS)
 - Electrical works
 - Installation of electrical ducts
 - Installation of street lighting foundation at quadrant 4, main carriageway and Onitsha-Owerri Expressway
- d) Toll Station:
 - Vehicle Service Building:
 - Block work for walls
 - Plastering of inner and outer walls
 - MEP works
 - Roofing
 - O&M Building:
 - MEP works
 - Installation of windows and doors
 - Roofing finishing works
 - Control Building:
 - Reinforcement installation and formwork for roof columns and beams
 - Block work for walls
 - MEP works
 - Exit Building:
 - Installation of membrane and preparation for screed
 - Roofing finishing works
 - Installation of windows and doors
 - Security Building:
 - Roofing
 - MEP works
 - Installation of windows and doors
 - Utility Building:
 - Foundation works
 - Filling Station:
 - No activity
 - Toll booths:
 - MEP works
 - Blinding and reinforcement and casting of booth foundations
 - Reinforcement, formwork and casting of walls
 - Infrastructure:
 - Casting of concrete pavement
 - Installation of sanitary and air condition pipes
 - Installation of power cable pipes and manholes
 - Installation of closed U-channel, ground piping for roof drains, storm water drains and manholes
 - Prefabrication and production of precast elements

2. Summary of IC No.28 (July 2021):

- Dar and TSL confirms that the permanent works reflected in IPC 28 are executed and is aligned with the Schedule version 4 of programme of works.
- IC No.28 was duly vetted by the Federal Ministry of Works and Housing (The Engineer) and further checked by the Technical Advisor (Dar Al-Handasah Consultants Ltd and TSL Engineering Ltd).
- The amounts as calculated and vetted by the Engineer for this period's permanent works are consistent with the works observed at the site inspection, consistent with the amounts claimed by the Contractor, and consistent with the verification calculations.
- The Interim Certificate IC No.28 shows an amount (inclusive of 5% VAT) of ₦ 6,736,722,252.58 (Six Billion, Seven Hundred Thirty-Six Million, Seven Hundred Twenty-Two Thousand, Two Hundred Fifty-Two Naira and Fifty-Eight Kobo) due to the Contractor (Julius Berger Nigeria Plc.) for the period ending July 2021.
- The FMWH has relied on the cumulative amounts for the permanent works, certified in IC 27, as the basis for calculating the cumulative amounts in IC 28 and hence the amounts due for the permanent works in IC 28.
- It has been observed that for Bill No.1:
 - The Total Cumulative amount of ₦3,473,826,376.03 (excl. VAT) that was computed for the Bill No.1 in the IPC No.28, is the total amounts of the previous Certificates for ₦3,446,266,990.89 (excl. VAT), in addition to the current IPC 28 for ₦27,559,385.14 (excl. VAT).
- Therefore, Dar and TSL considers that the amount (inclusive of 7.5% VAT) of ₦ 6,715,373,681.52 (Six Billion, Seven Hundred and Fifteen Million, Three Hundred and Seventy-Three Thousand, Six Hundred and Eighty-One Naira, and Fifty-Two Kobo) is due for payment to the Contractor for the revised IC No.28.
- The difference between the amount certified by the Federal Ministry of Works and Housing (The Engineer), and the amount recommended by the Technical Advisor (Dar Al-Handasah Consultants Ltd and TSL Engineering Ltd.) is due to the omission of amounts certified in Bill No.1 (The amount of ₦144,876,553.26 excl. VAT) for IC No.27, the omission of amounts certified in Bill No.1 (The amount of ₦ 27,559,385.14 excl. VAT) for IC No.28 and the VAT revision from 5% to 7.50% for IPC 28.

Table 1: FMWH and Dar/TSL Calculations for IC.27

		Accumulated IC 27 June 21 Certified by FMWH	Accumulated IC 27 June 21 Recommended by DAR/TSL
A1	Extent value of Permanent works Executed (Bill No. 2 to 8)	114,298,990,429.49	114,298,990,429.49
A2	Deduct 10% Retention Up to Limit in Clause 60(Limit=5%)	0.00	0.00
A3	Add other Permanent Works	0.00	0.00
A4	Add Repayment of Retention	0.00	0.00
A	Subtotal (A1-A2+A3+A4)	114,298,990,429.49	114,298,990,429.49
B1	Add Value of Bill No. 1	3,446,266,990.89	3,301,390,437.63
B	Subtotal (B1)	3,446,266,990.89	3,301,390,437.63
C1	Add temporary Advance for Material on Site	0.00	0.00
C2	Add Advance Payment	29,450,241,860.22	29,450,241,860.22
C3	Deduct Repayment of Advance	15,651,085,828.30	15,651,085,828.30
C	Subtotal (C1+C2-C3)	13,799,156,031.92	13,799,156,031.92
D1	Add Variation in Price of Labour		
D2	Add Variation in Price of Materials	398,967,505.52	398,967,505.52
D3	Add Variation CPI	3,360,602,103.81	3,360,602,103.81
D4	Add Contingencies		
D	Subtotal (D1+D2+D3)	3,759,569,609.33	3,759,569,609.33
E1	Total Amount to be Certified (A+B+C+D) without VAT	135,303,983,061.63	135,159,106,508.37
E2	Deduct Amount Previously certified without VAT	130,743,622,046.05	130,743,622,046.05
E	Total Amount due this month (E1-E2) without VAT	4,560,361,015.58	4,415,484,462.32
F	Add 5% VAT	228,018,050.78	220,774,223.12
	Total Amount due this month with VAT (E+F)	4,788,379,066.36	4,636,258,685.44

Table 2: FMWH and Dar/TSL Calculations for IC.28

		Accumulated IC 28 July 21 Certified by FMWH	Accumulated IC 28 July 21 Recommended by DAR/TSL
A1	Extent value of Permanent works Executed (Bill No. 2 to 8)	122,707,084,388.82	122,707,084,388.82
A2	Deduct 10% Retention Up to Limit in Clause 60 (Limit=5%)	0.00	0.00
A3	Add other Permanent Works	0.00	0.00
A4	Add Repayment of Retention	0.00	0.00
A	Subtotal (A1-A2+A3+A4)	122,707,084,388.82	122,707,084,388.82
B1	Add Value of Bill No. 1	3,473,826,376.03	3,301,390,437.63
B	Subtotal (B1)	3,473,826,376.03	3,301,390,437.63
C1	Add temporary Advance for Material on Site	0.00	0.00
C2	Add Advance Payment	29,450,241,860.22	29,450,241,860.22
C3	Deduct Repayment of Advance	17,789,727,813.34	17,789,727,813.34
C	Subtotal (C1+C2-C3)	11,660,514,046.88	11,660,514,046.88
D1	Add Variation in Price of Labour	0.00	0.00
D2	Add Variation in Price of Materials	517,882,100.94	517,882,100.94
D3	Add Variation CPI	3,360,602,103.81	3,360,602,103.81
D4	Add Contingencies	0.00	0.00
D	Subtotal (D1+D2+D3)	3,878,484,204.76	3,878,484,204.75
E1	Total Amount to be Certified (A+B+C+D) without VAT	141,719,909,016.49	141,547,473,078.08
E2	Deduct Amount Previously certified without VAT	135,303,983,061.64	135,159,106,508.37
E	Total Amount due this month (E1-E2) without VAT	6,415,925,954.85	6,388,366,569.71
F	Add VAT	5% 320,796,297.74	7.5% 479,127,492.73
	Total Amount due this month with VAT (E+F)	6,736,722,252.59	6,867,494,062.44

The Table below indicates the difference between the amount Paid by NSIA that included the Bill No.1 (A) and the amount recommended by DAR/TSL that excluded the Bill No.1 (B). Then rectified and reconciled from the IPC No.28 Report (C).

Table 3: Reconciliation Table between IC27 and IC28 Payments:

A	Amount paid by NSIA under IPC No.27 (Incl. 5% VAT)	NGN (4,788,379,066.36)
B	Amount recommended by DAR /TSL under IPC No.27 (Incl. 5% VAT)	NGN 4,636,258,685.44
C	Amount recommended by DAR /TSL under IPC No.28 (Incl. 7.5% VAT)	NGN 6,867,494,062.44
	Total (A+B+C)	NGN 6,715,373,681.52

2. Works Done for the Period of September 2021:

- On-going Site Works:

- a) Niger Bridge:

- West Approach Bridge - Northern Deck:
 - Distribution and installation of parapets
- West Approach Bridge - Southern Deck:
 - Segment 22: Installation of top slab reinforcement elements; Casting of top slab; post tensioning; launching
 - Segment 23: Installation of top slab reinforcement elements; Casting of top slab; Post-tensioning; Launching
 - Segment 24: Reinforcement prefabrication; Installation of inner formwork; Casting of bottom slabs and webs. Installation of top slab reinforcement elements; Casting of top slab; Post-tensioning; Launching
 - Segment 25: Reinforcement prefabrication; Installation of inner formwork
- Main Bridge:
 - Free Balanced Cantilever Axis 270 – Northern deck (VBC 1):
 - Segments 6 (East and West) – Reinforcement; Casting; Pre-stressing; Travelling
 - Segments 7 (East and West) – Reinforcement; Casting, Pre-stressing, Travelling
 - Segments 8 (East and West) – Reinforcement installation and formwork preparation
 - Free Balanced Cantilever Axis 270 – Southern deck (VBC 2):
 - Segments 6 (East and West) – Reinforcement; Formwork preparation and Casting
 - Segments 7 (East and West) – Reinforcement; and Formwork preparation, Concreting, Pre-stressing; Traveling
 - Segments 8 (East and West) – Reinforcement and Formwork preparation
 - Free Balanced Cantilever Axis 250 – Northern deck (VBC 3):
 - Segments 4 (East and West) – Reinforcement; Casting; Pre-stressing; Travelling
 - Segments 5 (East and West) – Reinforcement installation and form work preparation; Casting; Pre-stressing, Travelling
 - Segments 6 (East and West) – Reinforcement installation and formwork preparation
 - Free Balanced Cantilever Axis 250 – Southern deck (VBC 4):
 - Segments 2 (East and West) – Reinforcement installation and formwork preparation
 - Segment 3 (East and West) – Reinforcement installation and formwork preparation, casting
 - Free Balanced Cantilever Axis 260:
 - Cleaning, closing of block outs and cosmetic works
 - Free Balanced Cantilever Axis 280:
 - Cleaning, closing of block outs and cosmetic works
- East Approach Bridge:
 - Northern deck:
 - Distribution of parapets
 - Southern deck:
 - Distribution of parapets

b) ONITSHA SITE CH 27+850 to 34+900:

Main Carriageway CH 27+850 to 34+900

- Earthworks and slope protection:
 - Grassing and wicker works at CH 28+000 to 28+760 (LHS), CH 29+410 to 29+800 (RHS), CH 32+230 to 32+500 (LHS) and CH 32+730 to 32+930 (LHS)
 - Top soil and grassing around chutes from CH 32+100 to 32+850
 - Embankment slope CH 27+870 to 28+050 RHS
 - Maintenance of grass
 - Laying of geotextile and geogrid from CH 30+400 to 30+850
 - Installation of settlement beacons from CH 30+400 to 30+850
 - Embankment fill from CH 30+400 to 30+850
 - Opening of inlet and outlet of culvert at CH 29+510, CH 29+800, CH 30+200, CH 30+918, CH 31+550, CH 31+908, CH 32+230, CH 32+500, CH 32+730, CH 32+910, CH 33+430
 - Removal of surcharge CH 27+870 – CH 28+025
- Soil improvement:
 - Installation of geotextile encased columns from CH 30+700 to 30+850 (RHS)
 - Installation of geotextile encased columns from CH 32+930 to 33+280 and movement of equipment
- Drainage and utilities:
 - Backfilling from CH 28+161 to 28+025 (RHS)
 - Backfilling from outlet to MH D08.05-28+161 (RHS)
 - Backfilling from CH 28+081 - 28+001 (RHS)
 - Chutes on embankment CH 28+300 to 28+800
 - Installation of rip rap at chutes outlets from CH 28+300 to 28+800
 - Installation of rip rap at chute outlets from CH 28+300 to 28+800
 - Placing of gully pots from CH 28+161 to 28+280 (RHS)
 - Installation of cable duct crossing and JBL at CH 28+335 (LHS)
 - Installation of cable duct crossing and JBL at CH 28+259 (LHS)
 - Installation of riprap for in- and outlet of culverts CH 30+918, 31+550 and 31+908
 - Breakout, excavate, raise and set in manholes and gullies to final road level from CH 31+880 - 32+846 (LHS & RHS)
 - Breakout, excavate, raise and set in manholes and gullies to final road level from CH 28+980 – 30+070 (RHS)
 - Backfilling of storm water drainage from manhole D15.10 to outlet at CH 33+465 (RHS)
 - Backfilling of storm water drainage at CH 33+465 to 33+525, CH 33+975 to 33+870 and from CH 34+596 to 34+846 (CL)
 - Backfilling of drainage pipes installed from CH 30+315 to 30+095 (CL)
 - Installation of storm water drainage at outlet to manhole D09.05 and manhole D09.07
 - Placing of fibre optic cable duct at CH 28+300 to 30+100 and CH 31+500 to 32+910 (RHS)
- Temporary works:
 - Erosion control from CH 28+770 to 30+100 (LHS) and CH 29+090 to 29+160 (LHS)

- Secondary bridges:
 - Installation of transition slabs and crash barriers at Atani Bridge (LHS)
- Pavement works:
 - Filling to formation from CH 28+316 to 28+770 (LHS)
 - Sand cement stabilization from CH 28+316 to 28+770 (LHS)
 - First layer crash stone base from CH 28+316 to 28+500 (RHS) and CH 28+316 to 28+770 (LHS)
 - Asphalt Binder Course CH 30+900 to 32+850 (RHS & LHS)
 - Casting of outer and median concrete crash barriers from CH 28+980 to 30+070
 - Second layer crushed stone base from CH 28+316 to 28+870
 - Spraying of prime coat from CH 28+316 to 28+870

c) OWERRI INTERCHANGE CH 33+500 TO 34+500

- Earthworks and slope protection:
 - Main carriageway CH 33+988 to 34+900: Shaping of slope, top soil placing; grassing and wicker works (LHS)
 - Excavation of laterite at Onitsha-Owerri Expressway from CH 0+150 to 0+500 (RHS)
 - Grass planting on slopes at Quadrant 2
- Drainage and utilities:
 - Preparation and excavation for installation of precast U-channel along Onitsha-Owerri Road CH 0+500 to 1+000
 - Concrete ditch from culvert C18 to C2 at slip road 3 (Quadrant 1)
 - Rip Rap ditch from CH 0+000 to CH 0+420 at slip road 3 (Quadrant 1)
 - Installation of Street lighting pole foundation at Onitsha-Owerri Expressway and Main Carriageway CH 33+500 to 34+100
 - Concrete drainage ditch at Main Road RHS CH 34+334 to 34+399
 - Installation of chutes at quadrant 2
 - Placing of fiber optic cable ducts from CH 34+100 to 34+900 RHS
 - Cut to shape to required slope at axis 10 & 50 Owerri Interchange Bridge.
 - Stone pitching works on slope at axis 10 & 50 Owerri Interchange Bridge
 - Completion of culvert C1
 - Installation of slotted drain DN100 from CH 0+650 to CH 1+100
 - Demolition of existing culvert
- Construction of new flyover bridge:
 - Finishing works
- Relocation of high-tension power lines:
 - Installation of tower by Dextron
 - Foundation works for relocation of 330kV towers at CH 33+375 and 33+800
 - Erection of 330kV tower at CH 33+375; stringing of new panels and restringing of existing panel
 - Sagging and clamping of conductors for 330 kV tower CH 33+800 by Dextron
- Rehabilitation and enlargement of Onitsha-Owerri Expressway:
 - Filling to formation level, commencement of sand cement stabilized layer and placing of 1st layer crushed stone base from CH 0+500 to 1+000 (RHS), Step 2 - Place additional crash barrier 7 m from existing barrier from CH 0+000 to 0+500 (RHS)

d) ASABA SITE CH 23+000 to 26+000

- Road works:
 - Earthworks and slope protection:
 - Maintenance of grass
 - Drainage and utilities:
 - Construction of concrete and earth ditches CH 23+000 to 25+656 (LHS/RHS)
 - Placing of electrical cable ducts at CH 24+350 to 25+150 (RHS), CH 25+177 to 25+525 (LHS)
 - Breakout, excavate, raise and set in manholes and gullies from CH 23+045 to 23+540
 - Connection pipes from gully to chutes (LHS)
 - Street lighting pole foundation CH 25+190 to 25+600 (LHS)
 - Pavement Works:
 - Laying of binder course from CH 24+000 to 24+800 (RHS/LHS)
 - Casting of outer and median concrete crash barriers from CH 23+500 to 25+150
 - Oko Amakom Bridge
 - In situ casting of connection from outer crash barriers to parapets
- Toll Station:
 - Control Building:
 - Formwork and casting of columns and beams from 1st floor deck to roof level
 - Block work for 1st floor
 - Plastering of inner walls
 - MEP 1st fix
 - Installation of roofing steel structure
 - O&M Building:
 - Roofing finishing works
 - Screed works
 - Installation of floor tiles
 - Fixing of internal doors
 - Vehicle Service Building:
 - External plastering
 - Roofing finishing works
 - Ceiling installation
 - Screeding
 - MEP 2nd fix
 - Security Building:
 - Roofing finishing works
 - Installation of floor tiles
 - Exit Building:
 - Roofing finishing works
 - MEP 2nd fix
 - Screeding
 - Installation of floor tiles

e) ASABA SITE CH 23+000 to 26+000

- Road works:
 - Toll Booths:
 - Casting of wall for toll booths 9
 - Placing of wall formwork for toll booth 10
 - Installation of anchor bolt reinforcement
 - Roofing of toll booths 3 and 4
 - Tunnel:
 - MEP 2nd fix
 - Utility building:
 - Reinforcement installation and formwork preparation and casting of ground floor walls and columns
 - Installation of formwork for water tank
 - Block work for walls
 - Infrastructure:
 - Continue concrete pavement works (Northeast & Southeast); leveling, compaction, blinding and pavement.
 - Continuation of U-channel from MH-S-2
 - Installation of storm water drain outlet at CH 25+764
 - Installation of remaining potable water supply system pipes
 - Installation of remaining power supply system pipes
 - Installation of streetlight foundations and cable ducts

f) MAIN YARD ONITSHA

- Rebar cut and bend
 - Main Bridge: Superstructure
 - West Approach Bridge: Superstructure
 - Toll station: Control building + Toll Booths
 - Streetlight foundations
- Precast production
 - U-Channel elements
 - Manhole / sand trap parts
 - Streetlight foundations
 - Parapets (Uyo Yard)
 - Concrete Pipes (Abuja Yard)
 - Gully Pots (Abuja Yard)

g) DESIGN & ENGINEERING

- Niger Bridge design:
 - Superstructure and finishing works
- Geotechnical design:
 - In-construction service

2. Summary of IC No.29 (September 2021):

- Dar and TSL confirms that the permanent works reflected in IPC 29 are executed and is aligned with the Schedule version 4 of programme of works.
- IC No.29 was duly vetted by the Federal Ministry of Works and Housing (The Engineer) and further checked by the Technical Advisor (Dar Al-Handasah Consultants Ltd and TSL Engineering Ltd).
- The amounts as calculated and vetted by the Engineer for this period's permanent works are consistent with the works observed at the site inspection, consistent with the amounts claimed by the Contractor, and consistent with the verification calculations.
- The Interim Certificate IC No.29 shows an amount (inclusive of 5% VAT) of ₦ 3,415,719,537.46 (Three Billion, Four Hundred Fifteen Million, Seven Hundred Nineteen Thousand, Five Hundred Thirty-Seven Naira and Forty-Six Kobo) due to the Contractor (Julius Berger Nigeria Plc.) for the period ending September 2021.
- The FMWH has relied on the cumulative amounts for the permanent works, certified in IC 28, as the basis for calculating the cumulative amounts in IC 29 and hence the amounts due for the permanent works in IC 29.
- It has been observed that for Bill No.1:
 - The Total Cumulative amount of ₦ 3,477,385,316.03 (excl. VAT) that was computed for the Bill No.1 in the IPC No.29, is the total amounts of the previous Certificates amounting ₦ 3,473,826,376.03 (excl. VAT), in addition to the "current amount" of IPC 29 amounting ₦3,558,940.00 (excl. VAT).
- Therefore, Dar and TSL considers that the amount (inclusive of 7.5% VAT) of ₦ 3,493,220,332.61 (Three Billion, Four Hundred and Ninety-Three Million, Two Hundred and Twenty Thousand, Three Hundred and Thirty-Two Naira and Sixty-One Kobo) is due for payment to the Contractor for IC No.29
- The difference between the amount certified by the Federal Ministry of Works and Housing (The Engineer), and the amount recommended by the Technical Advisor (Dar Al-Handasah Consultants Ltd and TSL Engineering Ltd.) is due to the omission of amounts certified in Bill No.1 (The amount of ₦3,588,940 excl. VAT) for IC No.29 and the VAT revision from 5% to 7.50%.

FMWH and Dar/Tsl Calculations for IC.29		Accumulated IC 29 September 21 Certified by FMWH	Accumulated IC 29 September 21 Recommended by DAR/TSL
A1	Extent value of Permanent works Executed (Bill No. 2 to 8)	127,010,946,274.70	127,010,946,274.70
A2	Deduct 10% Retention Up to Limit in Clause 60 (Limit=5%)	0.00	0.00
A3	Add other Permanent Works	0.00	0.00
A4	Add Repayment of Retention	0.00	0.00
A	Subtotal (A1-A2+A3+A4)	127,010,946,274.70	127,010,946,274.70
B1	Add Value of Bill No. 1	3,477,385,316.03	3,301,390,437.63
B	Subtotal (B1)	3,477,385,316.03	3,301,390,437.63
C1	Add temporary Advance for Material on Site	0.00	0.00
C2	Add Advance Payment	29,450,241,860.22	29,450,241,860.22
C3	Deduct Repayment of Advance	18,874,083,222.10	18,874,083,222.10
C	Subtotal (C1+C2-C3)	10,576,158,638.12	10,576,158,638.12
D1	Add Variation in Price of Labour	0.00	0.00
D2	Add Variation in Price of Materials	547,882,909.97	547,882,909.97
D3	Add Variation CPI	3,360,602,103.81	3,360,602,103.81
D4	Add Contingencies	0.00	0.00
D	Subtotal (D1+D2+D3)	3,908,485,013.78	3,908,485,013.78
E1	Total Amount to be Certified (A+B+C+D) without VAT	144,972,975,242.63	144,796,980,364.23
E2	Deduct Amount Previously certified without VAT	141,719,909,016.48	141,547,473,078.08
E	Total Amount due this month (E1-E2) without VAT	3,253,066,226.15	3,249,507,286.15
F	Add VAT	5% 162,653,311.31	7.50% 243,713,046.46
Total Amount due this month with VAT (E+F)		3,415,719,537.46	3,493,220,332.61

1. Works Done for the Period of October 2021:

• On-going Site Works:

a) Niger Bridge:

- West Approach Bridge:
 - Northern Deck:
 - Distribution and installation of parapets; casting of in-situ verge
 - Installation of lighting in inspection tunnel
 - Demolition of casting station columns axes 80 and 90
 - Southern Deck:
 - Segment 25: Casting of bottom slab; Installation of top slab reinforcement elements; Casting of top slab; Post-tensioning; Launching
 - Segment 26: Reinforcement prefabrication; Installation of inner formwork
 - Segment 27: Reinforcement prefabrication; Installation of inner formwork, casting of bottom slab and webs Installation of top slab reinforcement elements; Casting of top slab; Post-tensioning; Launching
 - Power Cable pulling inside inspection corridor
 - Segment 28: Casting of bottom slab and webs; Installation of top slab reinforcement elements; Casting of top slab; Post-tensioning; Complete first launching step; Start removal of formwork prior to placing of end diaphragm reinforcement
 - Prefabrication and installation of end diaphragm reinforcement
 - Installation of lighting in inspection tunnel
- Main Bridge:
 - Free Balanced Cantilever Axis 270 – Northern deck (VBC 1):
 - Segments 8 (East and West) – Casting; Post-tensioning; Traveling
 - Segments 9 (East and West) – Reinforcement installation and formwork preparation, Casting; Post-Tensioning; Traveling
 - Segments 10 (East and West) – Reinforcement installation and formwork preparation
 - Free Balanced Cantilever Axis 270 – Southern deck (VBC 2):
 - Segments 8 (East and West) – Reinforcement and Formwork preparation; Casting; Post-tensioning; Traveling
 - Segments 9 (East and West) – Reinforcement installation and formwork preparation, Casting; Post-Tensioning; Traveling
 - Segments 10 (East and West) – Reinforcement installation and formwork preparation
 - Free Balanced Cantilever Axis 250 – Northern deck (VBC 3):
 - Segments 6 (East and West) – Reinforcement installation and formwork preparation; Casting, Post-tensioning; Traveling
 - Segments 7 (East and West) – Reinforcement installation and formwork preparation, Casting Post-Tensioning; Traveling
 - Segments 8 (East and West) – Reinforcement installation and formwork preparation
 - Free Balanced Cantilever Axis 250 – Southern deck (VBC 4):
 - Segment 3 (East and West) – Post-tensioning; Traveling
 - Segments 4 (East and West) – Reinforcement installation and formwork preparation, Casting, Post-tensioning; Traveling
 - Segments 5 (East and West) – Reinforcement installation and formwork preparation, Casting; Post-Tensioning; Traveling
 - Segments 6 (East and West) – Reinforcement installation and formwork preparation; Casting; Post-Tensioning; Traveling
 - Free Balanced Cantilever Axis 260:
 - Cleaning, closing of block outs and cosmetic works
 - Free Balanced Cantilever Axis 280:
 - Cleaning, closing of block outs and cosmetic works
- East Approach Bridge:
 - Northern deck:
 - Distribution of parapets
 - Southern deck:
 - Distribution of parapets

b) Onitsha Site CH 27+850 to 34+900:

- Main Carriageway CH 27+850 to 34+900:
 - Earthworks and slope protection:
 - Grassing and wicker works at CH 28+000 to 28+760 (LHS), CH29+410 to 29+800 (RHS), CH 32+230 to 32+500 (LHS) and CH 32+730 to 32+930 (LHS)
 - Embankment slope CH 27+870 to 28+050 RHS
 - Maintenance of grass
 - Slope cutting and placing of top soil to slope CH 30+400 to 30+650 LHS
 - Laying of geotextile and geogrid from CH 30+400 to 30+850(LHS), CH 30+650 to 30+750
 - Installation of settlement beacons from CH 30+400 to 30+850 (LHS)
 - Filling, compaction and grading sand, including installation of settlement beacons CH 30+550 to 30+850 (RHS)
 - Embankment fill from CH 30+400 to 30+850(LHS), CH 30+650 to 30+750 and CH 30+800 to 30+850
 - Soil improvement:
 - Installation of geotextile encased columns from CH 32+930 to 33+280
 - Drainage and utilities:
 - Installation of gully from CH 28+091 to 28+280 (LHS)
 - Backfilling of storm water drainage from CH 28+081 to 27+911 (RHS)
 - Installation of rip rap at chute outlets from CH 28+300 to 28+800
 - Rip rap works at Atani Bridge abutment Axis 20 (RHS)
 - Placing of gully pots from CH 28+161 to 28+280 (RHS), CH30+099 to 30+313 (CL)
 - Installation of cable duct crossing and JBL at CH 28+259 (LHS) and CH 28+335 (LHS)
 - Installation of chutes CH 30+112 to 30+352 (RHS), CH 30+400 to 30+850 (RHS), CH 30+412 to 30+650 (RHS) and CH 30+099 to 30+392 (RHS)
 - Installation of rip rap for in- and outlet of culverts CH 30+918, 31+550, 31+908, 32+230 and 32+500
 - Installation of gully from CH 30+332 to 30+526 (RHS)
 - Breakout, excavate, raise and set in manholes and gullies to final road level from CH 28+980 to 29+770 (RHS)
 - Backfilling of storm water drainage from manhole D15.10 to outlet at CH 33+465 (RHS)
 - Backfilling of storm water drainage at CH 33+465 to 33+525, CH 33+975 to 33+870 and from CH 34+596 to 34+846 (CL)
 - Backfilling of storm water drainage from manhole D15.01 to outlet at CH 33+465 (RHS)
 - Backfilling of storm water drainage at outlet to manhole D09.04 and manhole D09.07 from CH 28+081 to 28+262 (LHS); Installation of storm water drainage pipes from CH 28+001 to 28+081 (LHS)
 - Backfilling of drainage pipes installed from CH 30+210 to 30+095 (CL)
 - Installation of storm water drainage at outlet to manhole D09.05 and manhole D09.07 from CH 28+161 to 28+262
 - Placing of fiber optic cable duct from CH 28+300 to 29+800, CH 32+000 to 32+910 (RHS), CH 29+600 to 29+000 and CH32+500 to 32+910 (RHS)
 - Excavation, blinding and placing of elements for Box Culvert CH 30+535 (RHS)
 - Installation of rip rap for culverts CH 31+550 (inlet and outlet), 31+908 (outlet), 32+230 (inlet) and 32+500 (inlet)
 - Breakout, excavate, raise and set in manholes and gullies to final road level from CH 28+980 to 29+770 (RHS)
 - Placing of storm water drainage from manhole D15.04 to 15.06, drill and place connection pipes for gully and backfill from D15.04 to D15.05 and D15.06 to 15.08 from CH 33+815 to 33+975
 - Secondary bridges:
 - Installation of transition slabs and crash barriers at Atani Bridge (LHS)

- Pavement works:
 - Second layer crushed stone base from CH 28+316 to 28+870 (RHS)
 - Spraying of prime coat from CH 28+316 to 28+870 (RHS)
 - Installation of 20 cm sand cement stabilization layer from CH 30+100 to CH 30+400 (RHS)
 - Laying of Asphalt Binder Course from CH 30+900 to 32+850 (RHS and LHS)
 - Placing of asphalt base course macadam from CH 28+316 to 28+760 (LHS) and CH 28+316 to 28+840 (RHS)

c) Owerri Interchange CH 33+500 to 34+500:

- Earthworks and slope protection:
 - Main carriageway CH 33+988 to 34+900: Shaping of slope, top soil placing; grassing and wicker works (LHS)
 - Excavation of laterite at Onitsha-Owerri Expressway from CH 0+150 to 0+500 (RHS)
 - Grass planting on slopes at Quadrant 2
- Drainage and utilities:
 - Preparation and excavation for installation of precast U-channel along Onitsha-Owerri Road CH 0+500 to 1+000
 - Clearing and excavation of area for U channel to be constructed connecting Box Culvert C2 inlet and existing U channel
 - Concrete ditch from culvert C18 to C2 at slip road 3 (Quadrant 1)
 - Rip Rap ditch from CH 0+000 to CH 0+420 at slip road 3 (Quadrant 1)
 - Installation of Street lighting pole foundation at Onitsha-Owerri Expressway and Main Carriageway CH 33+500 to 34+100
 - Concrete drainage ditch at Main Road RHS CH 34+334 to 34+399
 - Installation of chutes at quadrant 2
 - Placing of fiber optic cable ducts from CH 34+100 to 34+900RHS
 - Cut to shape to required slope at axis 10 & 50 Owerri Interchange Bridge
 - Stone pitching works on slope at axis 10 & 50 Owerri Interchange Bridge
 - Completion of culvert C1
 - Installation of slotted drain DN100 from CH 0+798 to CH 1+100
 - Demolition of existing culvert
- Relocation of high-tension power lines:
 - Erection of 330kV tower at CH 33+375; stringing of new panels and restringing of existing panel
 - Sagging and clamping of conductors for 330 kV tower CH33+800
 - Awaiting for power outage from 08/11/21 to 21/11/21
- Rehabilitation and enlargement of Onitsha-Owerri Expressway:
 - Filling to formation level, commencement of sand cement stabilized layer and placing of 1st layer crushed stone base from CH 0+500 to 1+000 (RHS), Step 2
 - Place sand to 20 cm above formation layer
 - Installation of 20 cm sand cement stabilization layer from 0+400 to 1+000 (RHS)
 - Laying of 1st layer of crushed stone base from 0+400 to 1+000 (RHS)

d) Asaba Site CH 23+000 to 26+000

- Road works:
 - Earthworks and slope protection:
 - Top soil placing on shoulder and grass planting CH 23+050 to 25+600 (LHS/RHS)
 - Maintenance of grass
 - Drainage and utilities:
 - Construction of concrete and earth ditches CH 23+000 to 25+656 (LHS/RHS)
 - Breakout, excavate, raise and set in manholes and gullies from CH 23+045 to 23+988 (LHS)
 - Connection pipes from gully to chutes (LHS)

- Pavement works:
 - Laying of binder course from CH 24+000 to 24+800 (LHS)
 - Casting of outer and median concrete crash barriers from CH23+500 to 25+150
- Oko Amakom Bridge
 - In situ casting of connection from outer crash barriers to parapets
- Toll Station:
 - Control Building:
 - Plastering of inner walls
 - MEP 1st fix
 - Installation of roofing steel structure
 - Screed works
 - O&M Building:
 - Installation of floor tiles
 - Screeding and painting
 - Installation of internal doors
 - Vehicle Service Building:
 - MEP 2nd fix
 - Installation of floor tiles at electrical rooms
 - Screeding and painting
 - Security Building:
 - Installation of floor tiles
 - Fixing of sanitary fixtures (water closet)
 - Screeding and painting
 - Exit Building:
 - Installation of floor tiles
 - Fixing of sanitary fixtures (water closet)
 - Toll Booths:
 - Placing of wall formwork for toll booth 11, 12, 13, 15 and 16; casting
 - Installation of anchor bolt reinforcement
 - Roofing of toll booths 3 and 5
 - Top slab casting at toll booths 8, 10, 11 and 12
 - Tunnel:
 - MEP 2nd fix
 - Utility building:
 - Stripping of formwork for concreted tank walls
 - Installation of reinforcement and formwork for water tank walls; Casting
 - Casting of lintel beams
 - Block work for walls
 - Placing of support and formwork for roof beams and deck slab
 - Infrastructure:
 - Continue concrete pavement works (Northeast & Southeast); leveling, compaction, blinding and pavement.
 - Installation of remaining power supply system pipes
 - Installation of streetlight foundations and cable ducts
 - Placing of gully in between Toll Booths starting from Toll Booth No. 3

e) Main Yard Onitsha

- Rebar cut and bend:
 - Main Bridge: Superstructure
 - West Approach Bridge: Superstructure
 - Toll station: Control building and Toll Booths
 - Drainage for roads
 - Streetlight foundations
- Precast production:
 - U-Channel elements
 - Manhole / sand trap parts
 - Streetlight foundations
 - Parapets (Uyo Yard)
 - Concrete Pipes (Abuja Yard)
 - Gully Pots (Abuja Yard)

f) Design & Engineering

- Niger Bridge design:
 - Superstructure and finishing works
- Geotechnical design:
 - In-construction service

2. Summary of IC No. 30 (October 2021):

- Dar and TSL confirms that the permanent works reflected in IPC 30 are executed and is aligned with the programme of works.
- IC No.30 was duly vetted by the Federal Ministry of Works and Housing (The Engineer) and further checked by the Technical Advisor (Dar Al-Handasah Consultants Ltd and TSL Engineering Ltd).
- The amounts as calculated and vetted by the Engineer for this period's permanent works are consistent with the works observed at the site inspection, consistent with the amounts claimed by the Contractor, and consistent with the verification calculations.
- The Interim Certificate IC No.30 shows an amount (inclusive of 5% VAT) of ₦ 8,684,463,614.93 (Eight Billion, Six Hundred and Eighty-Four Million, Four Hundred and Sixty-Three Thousand, Six Hundred and Fourteen Naira, Ninety-Three Kobo only) due to the Contractor (Julius Berger Nigeria Plc.) for the period ending October 2021.
- The FMWH has relied on the cumulative amounts for the permanent works, certified in IC 29, as the basis for calculating the cumulative amounts in IC 30 and hence the amounts due for the permanent works in IC 30.
- It has been observed that for Bill No.1:
 - The Total Cumulative amount of ₦ 3,503,984,381.45 (excl. VAT) that was computed for the Bill No.1 in the IPC No.30, is the total amounts of the previous Certificates amounting ₦ 3,477,385,316.03 (excl. VAT), in addition to the "Current Amount" of IPC 30 amounting ₦ 26,599,065.42 (excl. VAT).
- Therefore, Dar and TSL considers that the amount (inclusive of 7.5% VAT) of ₦ 8,862,642,562.81 (Eight Billion, Eight Hundred and Sixty-Two Million, Six Hundred and Forty-Two Thousand, Five Hundred and Sixty-Two Naira, Eighty-One Kobo only) is due for payment to the Contractor for IC No.30.
- The difference between the amount certified by the Federal Ministry of Works and Housing (The Engineer), and the amount recommended by the Technical Advisor (Dar Al-Handasah Consultants Ltd and TSL Engineering Ltd.) is due to the omission of amounts certified in Bill No.1 (The amount of ₦26,599,065.42 excl. VAT) for IC No.30 and the VAT revision from 5% to 7.50% in addition to the previously certified amount being rectified in line with IPC 29 recommendation.

		Accumulated IC 30 October 21 Certified by FMWH	Accumulated IC 30 October 21 Recommended by DAR/TSL
A1	Extent value of Permanent works Executed (Bill No. 2 to 8)	137,968,571,516.69	137,968,571,516.69
A2	Deduct 10% Retention Up to Limit in Clause 60 (Limit=5%)	0.00	0.00
A3	Add other Permanent Works	0.00	0.00
A4	Add Repayment of Retention	0.00	0.00
A	Subtotal (A1-A2+A3+A4)	137,968,571,516.69	137,968,571,516.69
B1	Add Value of Bill No. 1	3,503,984,381.45	3,301,390,437.63
B	Subtotal (B1)	3,503,984,381.45	3,301,390,437.63
C1	Add temporary Advance for Material on Site	0.00	0.00
C2	Add Advance Payment	29,450,241,860.22	29,450,241,860.22
C3	Deduct Repayment of Advance	21,631,055,798.39	21,631,055,798.39
C	Subtotal (C1+C2-C3)	7,819,186,061.83	7,819,186,061.83
D1	Add Variation in Price of Labour	0.00	0.00
D2	Add Variation in Price of Materials	591,548,907.35	591,548,907.35
D3	Add Variation CPI	3,360,602,103.81	3,360,602,103.81
D4	Add Contingencies	0.00	0.00
D	Subtotal (D1+D2+D3)	3,952,151,011.16	3,952,151,011.16
E1	Total Amount to be Certified (A+B+C+D) without VAT	153,243,892,971.13	153,041,299,027.31
E2	Deduct Amount Previously certified without VAT	144,972,975,242.63	144,796,980,364.23
E	Total Amount due this month (E1-E2) without VAT	8,270,917,728.50	8,244,318,663.08
F	Add VAT	5% 413,545,886.43	7.50% 618,323,899.73
	Total Amount due this month with VAT (E+F)	8,684,463,614.93	8,862,642,562.81

1. Works Done for the Period of November 2021:

• On-going Site Works:

a) Niger Bridge:

- West Approach Bridge:
 - Northern Deck:
 - Installation of brackets for street lighting on parapets
 - Installation of parapets
 - Casting of in-situ verge
 - Installation of precast concrete handrails fixed to parapets
 - Installation of lighting in inspection tunnel
 - Southern Deck:
 - Dismantling and demobilization of casting station
 - Complete placing of closing formwork for end diaphragm
 - Casting of end diaphragm
 - Post tensioning
 - Launching to next position
 - Segment 28: Post-tensioning; Complete first launching step; Removal of formwork
 - Place diaphragm reinforcement into position and commence placing of closing formwork
 - Installation of lighting in inspection tunnel
 - Launching of segment 28 into final position
 - Commence dismantling of launching nose
 - Placing of rear carriage
 - Installation of bearings Axes 150, 140
 - Remove Casting Station steel beams
- Main Bridge:
 - Free Balanced Cantilever Axis 270 – Northern deck (VBC 1):
 - Segments 10 (East and West) – Reinforcement installation and formwork preparation, Casting, Post-Tensioning, Traveling
 - Segments 11 (East and West) – Reinforcement installation and formwork preparation, Casting, Post-Tensioning, Traveling
 - Segments 12 (East and West) – Reinforcement installation and formwork Preparation; Casting; Post-Tensioning, Traveling
 - Segments 13 (East and West) – Reinforcement installation and formwork preparation, Casting, Post-Tensioning, Traveling
 - Segments 14 (East and West) – Reinforcement installation and formwork preparation
 - Free Balanced Cantilever Axis 270 – Southern deck (VBC 2):
 - Segments 9 (East and West) – Casting; Post-Tensioning; Traveling
 - Segments 10 (East and West) – Reinforcement installation and formwork preparation; Casting; Post-Tensioning; Traveling
 - Segments 11 (East and West) – Reinforcement installation and formwork, Preparation, Casting
 - Segments 12 (East and West) – Reinforcement installation and formwork Preparation and Post-Tensioning, Traveling
 - Segments 13 (East and West) – Reinforcement installation and formwork preparation, Casting
 - Free Balanced Cantilever Axis 250 – Northern deck (VBC 3):
 - Segments 8 (East and West) – Reinforcement installation and formwork preparation; Casting; Post-Tensioning, Traveling
 - Segments 9 (East and West) – Reinforcement installation and formwork preparation, Casting, Post-Tensioning, Traveling
 - Segments 10 (East and West) – Reinforcement installation and formwork Preparation, Final inspection, Casting, Post-Tensioning, Traveling
 - Segments 11 (East and West) – Reinforcement installation and formwork preparation

- Free Balanced Cantilever Axis 250 – Northern deck (VBC 3):
 - Segments 8 (East and West) – Reinforcement installation and formwork preparation; Casting; Post-Tensioning, Traveling
 - Segments 9 (East and West) – Reinforcement installation and formwork preparation, Casting, Post-Tensioning, Traveling
 - Segments 10 (East and West) – Reinforcement installation and formwork Preparation, Final inspection, Casting, Post-Tensioning, Traveling
 - Segments 11 (East and West) – Reinforcement installation and formwork preparation
- Free Balanced Cantilever Axis 250 – Southern deck (VBC 4):
 - Segments 6 (East and West) – Casting, Post-Tensioning, Traveling
 - Segments 7 (East and West) – Reinforcement installation and formwork preparation, Casting, Post-Tensioning, Traveling
 - Segments 8 (East and West) – Reinforcement installation and formwork preparation, Casting, Post-Tensioning, Traveling
 - Segments 9 (East and West) – Reinforcement installation and formwork preparation, Casting, Post-Tensioning, Traveling
- Free Balanced Cantilever Axis 260:
 - Cleaning, closing of block outs and cosmetic works
- Free Balanced Cantilever Axis 280:
 - Cleaning, closing of block outs and cosmetic works
- East Approach Bridge:
 - Northern deck:
 - No on-going works
 - Southern deck:
 - No on-going works

b) Onitsha Site CH 27+850 to 34+900:

- Main Carriageway CH 27+850 to 34+900:
 - Earthworks and slope protection:
 - Grassing and wicker works at CH 28+000 to 28+760 (LHS), CH29+410 to 29+800 (RHS), CH 32+230 to 32+500 (LHS) and CH32+730 to 32+930 (LHS)
 - Maintenance of grass
 - Fill sand from CH 30+650 to 30+850 (LHS)
 - Preparation of slope at Owerri Interchange Bridge Abutment Axis 50 (RHS)
 - Placing of riprap at Owerri Interchange Bridge Abutment Axis 10 (LHS)
 - Cut to shape slope CH 30+750 to 30+850 (LHS)
 - Top soil placing on slope CH 30+780 to 30+850 (LHS)
 - Grouted rip rap works at Atani Bridge abutment Axis 10 (LHS/RHS)
 - Soil improvement:
 - Installation of geotextile encased columns from CH 32+930 to 33+280
 - Drainage and utilities:
 - Installation of rip rap at chute outlets from CH 28+300 to 28+800
 - Grouted rip rap works at Atani Bridge abutment Axis 20 (RHS) and Axis 10 (LHS/RHS)
 - Installation of cable duct crossing and JBL at CH 30+350 (LHS)
 - Installation of chutes CH 30+595 to 30+831 (RHS)
 - Installation of gully pots from CH 27+885 to 28+071 (LHS), CH28+081 to 28+280 (LHS), CH 30+569 to 30+831 (LHS) and CH33+451 to 33+970 (CL)
 - Backfilling of storm water drainage at CH 34+596 to 34+846 (CL) and CH 27+906 to CH28+081 (LHS) including installation of gully in the area
 - Breakout, excavate, raise and set in manholes and gullies to final road level from CH 28+980 to 30+040 (RHS)

- Drainage and utilities:
 - Backfilling of storm water drainage from manhole D15.01 to outlet at CH 33+465 (RHS)
 - Backfilling of storm water drainage pipes from CH 28+001 to 27+906 (RHS), placing of gully pots
 - Placing of storm water drainage from CH 27+906 to CH 28+081 (LHS); Drill openings and place connection pipes for gully
 - Drill and place connection pipes for gully from D15.05 to D15.06 and backfill from D15.06 to 15.08 from CH 33+870 to 33+975
 - Construction of Box Culvert 30+535 (RHS)
- Pavement works:
 - Grading to final formation layer from CH 27+870 to CH 28+080 (RHS)
 - Installation of Sand cement stabilization layer from CH 27+870 to CH28+080 (RHS)
 - Installation of 20 cm sand cement stabilization layer from CH 30+200 to CH 30+400 (RHS)
 - Place 1st layer crushed stone base from CH 27+980 to 28+080 (RHS)
 - Place 1st layer crushed stone base from CH 30+200 to CH30+350 (RHS)
 - Place 2nd layer crushed stone base from CH 28+090 to 28+290 including prime coat (RHS)
 - Filling of sand to formation level + 20 cm final grade from CH 27+885 to 28+070 (LHS)
 - Installation of 20 cm sand cement stabilization layer from CH 27+885 to 28+070 (LHS), from CH 28+070 to 28+290 (LHS) and from CH30+100 to 30+400 (LHS)
 - Placing of 1st layer crushed stone base from CH27+885 to 27+980 (RHS)
 - Placing of 2nd layer crushed stone base from CH27+885 to 28+290 (RHS)and from CH30+070 to 30+350 (RHS)
 - Spraying of prime coat and sand blinding from CH 30+070 to 30+350 (RHS)
 - Laying of asphalt binder course from CH28+350 to 30+070 (LHS/RHS), from CH31+050 to 32+850 (RHS) and from CH30+900 to 32+850 (RHS)

c) Owerri Interchange CH 33+500 to 34+500:

- Earthworks and slope protection:
 - Continue placing of top soil to slope and grass planting at Onitsha-Owerri Road, CH 0+300 to 0+410 (RHS)
 - Grass planting at Onitsha-Owerri Road, CH 0+300 to 0+410 (RHS)
 - Rip rap at Culvert C1
 - Grouted rip rap at Owerri Flyover Bridge Abutment Axis 10
- Drainage and utilities:
 - Preparation and excavation for precast U-channel along Onitsha-Owerri Road from CH 0+500 to 1+000 (CL)
 - Clearing and excavation of area for U-channel to be constructed connecting
 - Box Culvert C2 inlet and existing U-channel
 - Commence construction of box culvert C4
 - Installation of slotted drain DN100 on Onitsha-Owerri Road from CH0+960 to CH 1+100
 - Concrete ditch from culvert C18 to C2 at slip road 3 (Quadrant 1)
 - Rip Rap ditch from CH 0+000 to CH 0+420 at slip road 3 (Quadrant1)
 - Construction of concrete ditch from culvert C18 to C2 at slip road 3 (Quadrant 1)
 - Construction of Rip Rap ditch from CH 0+000 to CH 0+420 at slip road 3 (Quadrant 1)
 - U Channel construction connecting culverts C2 and C4
 - Installation of street lighting pole foundations at Onitsha-Owerri Expressway and Main Carriageway from CH 33+500 to 34+100
 - Placing of fiber optic cable ducts from CH 34+100 to 34+900 (RHS)
- Rehabilitation and enlargement of Onitsha-Owerri Expressway:
 - Rehabilitation and enlargement of Onitsha-Owerri Expressway:
 - Grade laterite to final subgrade level CH 0+645 to 1+010 (RHS)
 - Placing of 30 cm sand fill from CH 0+645 to 1+010 (RHS)
 - Place sand to 20 cm above formation layer

- Rehabilitation and enlargement of Onitsha-Owerri Expressway:
 - Installation of 20 cm sand cement stabilization layer from 0+400 to 0+700 (RHS) and from CH0+150 to 1+010 (RHS)
 - Laying of 1st layer of crushed stone base from 0+400 to 0+700 (RHS) and from 0+645 to 1+010 (RHS)
 - Grade laterite to final subgrade level CH 0+150 to CH 0+645 (Step2)
 - Placing of 30 cm improvement layer from CH 0+150 to CH0+645 (Step 2)
 - Laterite Sub Grade / Testing / 30 cm sand fill and grade to formation level CH 0+825 to 1+100 (RHS) and from CH 0+150 to 0+620 (RHS) 20 cm Sand / Cement Stabilization layer from CH 0+825 to 1+100 RHS and CH 1+010 to 1+100 (RHS)
 - Prime coat and sand blinding CH 0+150 to 0+645 (RHS) and from CH 0+645 to 1+110 (RHS)
 - Laying of 1st and 2nd layer of crushed stone base from CH0+150 to 1+100 (RHS)
 - Construction of concrete ditch from CH 0+410 to 0+260 (RHS)
 - V-Drain (concrete ditch) at step 2 RHS
- Relocation of high-tension power lines:
 - Awaiting power outage from 08/11/21 to 21/11/21

d) **ASABA SITE CH 23+000 to 26+000**

- Road works:
 - Earthworks and slope protection:
 - Top soil placing on shoulder and grass planting CH 23+050 to 25+600 (LHS/RHS)
 - Maintenance of grass
 - Drainage and utilities:
 - Construction of concrete and earth ditches CH 23+000 to 25+656 (LHS/RHS)
 - Shaping of earth ditches from CH 23+000 to 25+656 (LHS/RHS)
 - Installation of concrete crash barrier from CH 23+480 to CH25+150 (LHS/RHS/CL)
 - Breaking-out, excavating, raising and setting of gullies to final road level from CH23+531 to 24+126 and from CH24+282 to 24+822 (RHS)
- Toll Station:
 - Control Building:
 - Plastering of external walls
 - Plastering of inner walls (1st Floor) and external walls
 - MEP 1st fix
 - Complete installation of roofing external accessories
 - Installation of windows
 - Installation of roofing external accessories
 - Screed works
 - Installation of wall tiles for toilets
 - O&M Building:
 - Painting works
 - Installation of ceiling
 - Vehicle Service Building:
 - MEP 2nd fix
 - Installation of floor tiles
 - Painting works
 - Installation of roller shutter
 - Security Building:
 - Installation of internal doors
 - Installation of ceiling
 - Placing of electrical panels by CEU
 - Painting works

- Toll Booths:
 - Placing of wall formwork at toll booth 16 and 17; casting
 - Stripping of formwork for concreted wall at Toll Booth No. 17
 - Installation of anchor bolt reinforcement
 - Top slab casting at toll booths 13, 14, 15, 16 and 17
 - Installation of windows at Toll Booths 12 to 17 and doors at Toll Booths 10, 11 and 13 to 17
 - Mounting of spiral staircase at Toll Booth 3
 - Screed works for Toll Booth 6 to 17
- Tunnel:
 - MEP 2nd fix
- Utility building:
 - Block work for walls
 - Casting of deck slab and curing, reinforcement installation and formwork placing for beams at roof
 - Continue piping works for chiller
 - Placing of roof steel structure
 - Placing of support and formwork for roof beams and deck slab, reinforcement placing and casting
- Infrastructure:
 - Continue concrete pavement works (Northeast & Southeast), leveling, compaction, blinding and pavement
 - Installation of remaining power supply system pipes
 - Installation of streetlight foundations and cable ducts
 - Placing of gullies in between Toll Booths (Toll Booth No. 10 to 17)

e) **Main Yard Onitsha**

- Rebar cut and bend:
 - Main Bridge: Superstructure
 - Toll station: Control building and Toll Booths
 - Drainage for roads
 - Streetlight foundations
- Precast production:
 - U-Channel elements
 - Box Culvert 30+535 wall and slab elements
 - Manhole / sand trap parts
 - Streetlight foundations
 - Parapets (Uyo Yard)
 - Concrete Pipes (Abuja Yard)
 - Gully Pots (Abuja Yard)

f) **Design & Engineering**

- Niger Bridge design:
 - Superstructure and finishing works
- Geotechnical design:
 - In-construction service

2. Summary of IC No. 31 (November 2021):

- Dar and TSL confirms that the permanent works reflected in IPC 31 are executed and is aligned with the programme of works.
- IC No.31 was duly vetted by the Federal Ministry of Works and Housing (The Engineer) and further checked by the Technical Advisor (Dar Al-Handasah Consultants Ltd and TSL Engineering Ltd).
- The amounts as calculated and vetted by the Engineer for this period's permanent works are consistent with the works observed at the site inspection, consistent with the amounts claimed by the Contractor, and consistent with the verification calculations.
- The Interim Certificate IC No.31 shows an amount (inclusive of 5% VAT) of ₦ 3,990,926,281.38 (Three Billion, Nine Hundred and Ninety Million, Nine Hundred and Twenty-Six Thousand, Two Hundred and Eighty One Naira, Thirty Eight Kobo only) due to the Contractor (Julius Berger Nigeria Plc.) for the period ending November 2021.
- The FMWH has relied on the cumulative amounts for the permanent works, certified in IC 30, as the basis for calculating the cumulative amounts in IC 31 and hence the amounts due for the permanent works in IC 31.
- It has been observed that for Bill No.1:
 - The Total Cumulative amount of ₦ 3,507,834,381.45 (excl. VAT) that was computed for the Bill No.1 in the IPC No.31, is the total amounts of the previous Certificates amounting ₦ 3,503,984,381.45 (excl. VAT), in addition to the "Current Amount" of IPC 31 amounting ₦ 3,850,000.00 (excl. VAT).
- Therefore, Dar and TSL considers that the amount (inclusive of 7.5% VAT) of ₦4,081,809,585.71 (Four Billion, Eighty-One Million, Eight Hundred and Nine Thousand, Five Hundred and Eighty-Five Naira, Seventy-One Kobo) is due for payment to the Contractor for IC No.31
- The difference between the amount certified by the Federal Ministry of Works and Housing (The Engineer), and the amount recommended by the Technical Advisor (Dar Al-Handasah Consultants Ltd and TSL Engineering Ltd.) is due to the omission of amounts certified in Bill No.1 (The amount of ₦3,850,000.00 excl. VAT) for IC No.31 and the VAT revision from 5% to 7.50% in addition to the previously certified amount being rectified in line with IPC 30 recommendation.

		Accumulated IC 31 November 21 Certified by FMWH	Accumulated IC 31 November 21 Recommended by DAR/TSL
A1	Extent value of Permanent works Executed (Bill No. 2 to 8)	142,899,979,702.37	142,899,979,702.37
A2	Deduct 10% Retention Up to Limit in Clause 60 (Limit=5%)	0.00	0.00
A3	Add other Permanent Works	0.00	0.00
A4	Add Repayment of Retention	0.00	0.00
A	Subtotal (A1-A2+A3+A4)	142,899,979,702.37	142,899,979,702.37
B1	Add Value of Bill No. 1	3,507,834,381.45	3,301,390,437.63
B	Subtotal (B1)	3,507,834,381.45	3,301,390,437.63
C1	Add temporary Advance for Material on Site	0.00	0.00
C2	Add Advance Payment	29,450,241,860.22	29,450,241,860.22
C3	Deduct Repayment of Advance	22,898,016,522.69	22,898,016,522.69
C	Subtotal (C1+C2-C3)	6,552,225,337.53	6,552,225,337.53
D1	Add Variation in Price of Labour	0.00	0.00
D2	Add Variation in Price of Materials	724,133,618.72	724,133,618.72
D3	Add Variation CPI	3,360,602,103.81	3,360,602,103.81
D4	Add Contingencies	0.00	0.00
D	Subtotal (D1+D2+D3)	4,084,735,722.53	4,084,735,722.53
E1	Total Amount to be Certified (A+B+C+D) without VAT	157,044,775,143.88	156,838,331,200.06
E2	Deduct Amount Previously certified without VAT	153,243,892,971.13	153,041,299,027.31
E	Total Amount due this month (E1-E2) without VAT	3,800,882,172.75	3,797,032,172.75
F	Add VAT	5% 190,044,108.64	7.50% 284,777,412.96
	Total Amount due this month with VAT (E+F)	3,990,926,281.39	4,081,809,585.71

1. Works Done for the Period of January 2022:

• On-going Site Works:

a) Niger Bridge:

- West Approach Bridge:
 - Northern Deck:
 - Installation of brackets for street lighting on parapets
 - Installation of parapets
 - Casting of in-situ verge
 - Installation of precast concrete handrails fixed to parapets
 - Southern Deck:
 - Installation of bearings Axes 160 and 170
 - Installation of bearings Axes 190 and 200
 - Installation of bearings Axes 180, 100 and 110
 - Removal of rear carriage
 - Delivery and storage of parapets
 - Yard:
 - Backfilling of casting station north
 - Clearing and demolition of casting station foundations; Backfill
 - Removal of site installation behind abutment (Casting station)
 - Preparations for construction of abutment axis 100 upper part (North)
 - Construction of abutment axis 100 upper part (North)
- Main Bridge:
 - Free Balanced Cantilever Axis 270 – Northern deck (VBC 1):
 - Preparations for closure pours axes 270/280
 - Cleaning of box girder
 - Free Balanced Cantilever Axis 270 – Southern deck (VBC 2):
 - Preparation for closure pour axes 270/280
 - Cleaning of box girder
 - Free Balanced Cantilever Closure Pour Axes 270 / 280 – Northern deck (VBC 1):
 - Formwork placing; Reinforcement installation; Casting; Post-tensioning
 - Dismantling of inner formwork
 - Moving of VBC1 to Axis 280 Segment 16R (Onitsha Site)
 - Free Balanced Cantilever Closure Pour Axes 270 / 280 – Southern deck (VBC 2):
 - Formwork placing; Reinforcement installation; Casting; Post-tensioning
 - Dismantling of inner formwork
 - Moving of VBC2 to Axis 280 Segment 16R (Onitsha Site)
 - Free Balanced Cantilever Axis 280 – Northern deck (VBC 1):
 - Complete moving of VBC1 and commence Segment 16R
 - Free Balanced Cantilever Axis 280 – Southern deck (VBC 2):
 - Start placing formwork for Segment 16R
 - Free Balanced Cantilever Closure Pour Axes 260 / 270 – Northern deck (VBC 3):
 - Vertical adjustment of both cantilevers
 - Formwork placing; Reinforcement installation; Casting; Post-tensioning

- Main Bridge:
 - Free Balanced Cantilever Closure Pour Axes 260 / 270 – Southern deck (VBC 4):
 - Vertical adjustment of both cantilevers
 - Formwork placing; Reinforcement installation; Casting; Post-tensioning
 - Free Balanced Cantilever Axis 250 – Northern deck (VBC 3):
 - Segments 12 (East and West) – Casting; Post-Tensioning; Traveling
 - Segments 13 (East and West) – Reinforcement installation and formwork preparation; Casting; Post-Tensioning; Traveling
 - Segments 14 (East and West) – Reinforcement installation and formwork preparation; Casting; Post-tensioning; Traveling
 - Segments 15 (East and West) – Reinforcement installation and formwork preparation; Casting; Post-tensioning; Traveling
 - Free Balanced Cantilever Axis 250 – Southern deck (VBC 4):
 - Segments 11 (East and West) – Final checking; Casting; Post-Tensioning; Traveling
 - Segments 12 (East and West) – Reinforcement installation and formwork Preparation, Casting, Post-tensioning; Traveling
 - Segments 13 (East and West) – Reinforcement installation and formwork preparation, Final checking; Casting; Post-tensioning; Traveling
 - Segments 14 (East and West) – Reinforcement installation and formwork preparation
 - Free Balanced Cantilever Axis 280 (North and South):
 - Cleaning, closing of block outs and cosmetic works inside box girder
 - Free Balanced Cantilever Axes 260 and 280 (North and South):
 - Cleaning, closing of block outs and cosmetic works inside box girder
 - East Approach Bridge:
 - Northern deck:
 - No on-going works
 - Southern deck:
 - Parapet installation
- b) Onitsha Site Ch 27+850 To 34+900:**
- Main Carriageway CH 27+850 to 34+900:
 - Earthworks and slope protection:
 - Grassing and wicker works at CH 32+910 to 32+930 (LHS) and CH 34+100 to 34+900 (RHS)
 - Maintenance of grass
 - Embankment fill at GEC area 2 CH 32+930 to 33+120
 - Grouted rip rap works at Atani Bridge abutment Axis 10 (RHS)
 - Grouted rip rap at Owerri Flyover Bridge Abutment Axis 10 (RHS)
 - Soil improvement:
 - Installation of geotextile encased columns from CH 32+970 to 33+200 (RHS) and CH 33+240 to 33+280 (RHS)
 - Placing of geotextile from CH 32+970 to 33+200 (RHS) and CH 32+930 to 33+120
 - Drainage and utilities:
 - Installation of lighting pole foundations from CH 34+100 to 34+900
 - Installation of rip rap at chute outlets from CH 28+300 to 28+800
 - Installation of chutes from CH 30+577 to 30+581 (LHS)
 - Installation of gully pots from CH 34+596 to 34+846 (CL)
 - Construction of Box Culvert 30+535 (LHS)
 - Excavation and blinding for Box Culvert 30+640 (LHS)
 - Construction of outer safety barrier from CH 31+287 to 31+900 (LHS), CH 31+700 to 31+900 (LHS) and CH 30+900 to 32+000 (RHS)
 - Installation of cable duct crossing from CH 33+605 to 33+863 (RHS)
 - Breaking-out, excavating, raising and setting of gullies to final road level from CH 31+526 to 31+900 (LHS)

- Pavement works:
 - Grading of laterite to Formation Layer CH 33+500 to 34+000
 - Sand cement stabilization from CH 30+350 to 30+500 (RHS) and from CH 30+100 to 30+330 (LHS)
 - Laterite cut/fill to sub grade level from CH 33+460 to 34+000 (RHS)
 - Continue filling of 30 cm sand layer from CH 33+460 to 34+000 (RHS)
 - Final grade to final formation from CH 33+460 to 34+000 (RHS)
 - Sand cement stabilization from CH 30+450 to 30+500 (RHS), from CH 30+190 to 30+330 (LHS) and CH 33+460 to 34+000 (RHS)
 - Placing of 2nd layer crushed stone base from CH 27+885 to 28+092 (LHS/RHS)
 - Spraying of prime coat and sand blinding from CH 27+885 to 28+092 (LHS/RHS)
 - Laying of 1st layer crushed stone base course from CH 30+090 to 30+310 (LHS)
 - Laying of 2nd layer crushed stone base course from CH 30+350 to 30+446 (RHS) and from CH 30+090 to 30+310 (LHS)
 - Laying 1st and 2nd layer crushed stone base course from CH 33+460 to 34+000 (RHS)
 - Installation of asphalt base course from CH 30+070 to 30+340 (RHS), from CH 27+885 to 28+290 (LHS/RHS) CH 28+300 to 28+330 (LHS/RHS), CH 30+350 to 30+450 (RHS) and CH 30+090 to 30+300 (LHS)
 - Installation of asphalt binder course from CH 28+350 to 30+070 (LHS/RHS) and from CH 31+370 to 32+850 (RHS)

c) Owerri Interchange CH 33+500 to 34+500:

- Earthworks and slope protection:
 - Grouted rip rap at Owerri Flyover Bridge abutment Axis 50 (RHS)
 - Grassing and wicker works on Sliproad 3 slopes (Quadrant 1)
- Drainage and utilities:
 - Construction of concrete ditch at the bottom of Owerri Flyover Bridge Axis 50 slope (RHS)
 - Construction of U-Channel connecting to Box Culvert C2 inlet (Quadrant 1)
 - Installation of gully pots at Slip road 3 (Quadrant 1) from CH 0+156 to 0+300 at Slip road 3 (Quadrant 1)
- Road works at Slip roads:
 - Laying 1st and 2nd layer crushed stone base course at Slip roads 1 and 2 (Quadrant 4)
 - Primecoat and sand blinding at Slip roads 1 and 2 (Quadrant 4)
 - Installation of kerbstones at Slip roads 1 and 2 (Quadrant 4)
 - Installation of asphalt base course at Slip roads 1 and 2 (Quadrant 4)
 - 30 cm sand fill improvement layer at Slip road 1 and Slip road 2 (Quadrant 4)
 - 20 cm sand cement stabilization at Slip road 1 (Quadrant 4)
- Rehabilitation and enlargement of Onitsha-Owerri Expressway:
 - Top soil placing to shoulder and grassing
 - Installation of geotextile membrane for filter drains
 - Installation of chutes
 - Installation of kerbstones at service road
 - Laying of 2nd layer Crushed Stone Base Course at Service Road
 - Spraying of prime coat and sand blinding at Service Road
 - Placing of asphalt binder course from CH 31+240 to 32+840 (RHS)
 - Concrete safety barrier section under bridge RHS Service Road
 - Filling of 30 cm sand layer from CH 0+620 to 0+970 (Service Road LHS)
 - Final grade to final formation CH 0+640 to 0+970 (Expressway LHS) and CH 0+620 to 0+970 (Service Road LHS)
 - Final grade to final formation from CH 0+620 to 0+970 (Service Road LHS)
 - Sand cement stabilization from CH 0+620 to 0+970 (Service Road LHS)
 - Laying 1st and 2nd layer crushed stone base from CH 0+640 to 0+970 (Expressway LHS)
 - Installation of sand/cement stabilization layer from CH 0+640 to 0+970 (Expressway LHS)
 - Compaction test, primecoat and sand blinding CH 0+640 to 0+970 (Expressway LHS)

- Relocation of high-tension power lines:
 - Awaiting power outage

d) **ASABA SITE CH 23+000 to 26+000**

- Road works:
 - Earthworks and slope protection:
 - Top soil placing on shoulder and grass planting CH 23+050 to 25+600 (LHS/RHS)
 - Completion of top soil and grassing works
 - Watering and maintenance of grass
 - Leveling of ROW
 - Drainage and utilities:
 - Shaping of earth ditches from CH 23+000 to 25+656 (LHS/RHS)
 - Completion of chutes and outlets
 - Finishing works:
 - Cleaning
- Toll Station:
 - Control Building:
 - Complete plastering of external walls
 - MEP 2nd fix
 - Commence installation of internal doors
 - Installation of air handling Unit at service floor
 - Installation of windows
 - Installation of floor tiles for toilets
 - Installation of metal stud partition wall F30 and wall FR30 at 1st Floor
 - Cable installation inside partition walls at 1st floor
 - Installation of suspended ceiling at ground floor
 - O&M Building:
 - Painting for external wall plinth
 - Installation of ceiling at toilets
 - Continue Installation of lowered ceiling at toilets
 - Ceiling primer and 1st coat paint
 - MEP final fix
 - Vehicle Service Building:
 - MEP 2nd fix
 - Painting works
 - Installation of lowered ceiling at toilets
 - Security Building:
 - Installation of lowered ceiling at toilet
 - Painting works
 - Exit Building:
 - Plastering and painting for external wall plinth
 - Epoxy resin floor finishing at staircase
 - Toll Booths:
 - Screed works for Toll Booth 10
 - Foundation for Toll Station canopy steel columns
 - Preparation for 1st coat painting

- Tunnel:
 - No on-going works
- Utility building:
 - Block work for walls
 - Plastering of internal walls
 - Continue piping works for chiller / testing
 - Plastering of external walls
 - Final testing of installed pipes for chiller
 - Fixing of transformer rails at Transformer room
- Infrastructure:
 - Continue concrete pavement works (Northeast & Southeast); Blinding and pavement
 - Concrete pavement works (Northeast & Southeast); Blinding and pavement
 - Installation of remaining power supply system pipes
 - Installation of streetlight foundations and cable ducts
 - Setting of kerbstones

e) **MAIN YARD ONITSHA**

- Rebar cut and bend:
 - Main Bridge: Superstructure
 - Streetlight foundations
- Precast production:
 - U-Channel elements- Manhole / sand trap parts
 - Streetlight foundations
 - Parapets (Uyo Yard)
 - Concrete pipes (Abuja Yard)
 - Gully pots (Abuja Yard)

f) **DESIGN & ENGINEERING**

- Niger Bridge design:
 - Superstructure and finishing works
- Geotechnical design:
 - In-construction service

2. Summary of IC No. 32 (January 2022):

- Dar and TSL confirms that the permanent works reflected in IPC 32 are executed and is aligned with the programme of works.
- IC No.32 was duly vetted by the Federal Ministry of Works and Housing (The Engineer) and further checked by the Technical Advisor (Dar Al-Handasah Consultants Ltd and TSL Engineering Ltd).
- The amounts as calculated and vetted by the Engineer for this period's permanent works are consistent with the works observed at the site inspection, consistent with the amounts claimed by the Contractor, and consistent with the verification calculations.
- The Interim Certificate IC No.30 shows an amount **(inclusive of 5% VAT) of ₦ 5,135,478,292.71** (Five Billion, One Hundred and Thirty-Five Million, Four Hundred and Seventy-Eight Thousand, Two Hundred and Ninety-Two Naira and Seventy-One Kobo only) due to the Contractor (Julius Berger Nigeria Plc.) for the period ending January 2022.
- The FMWH has relied on the cumulative amounts for the permanent works, certified in IC 31, as the basis for calculating the cumulative amounts in IC 32 and hence the amounts due for the permanent works in IC 32.
- It has been observed that for Bill No.1:
 - The Total Cumulative amount of ₦ 3,518,287,461.45 (excl. VAT) that was computed for the Bill No.1 in the IPC No.32; is the total amounts of the previous Certificates amounting ₦ 3,507,834,381.45 (excl. VAT) in addition to the "Current Amount" of IPC 32 amounting ₦ 10,453,080.00 (excl. VAT).
- Therefore, Dar and TSL considers that the amount **(inclusive of 7.5% VAT) of ₦5,246,514,524.39** (Five Billion, Two Hundred and Forty-Six Million, Five Hundred and Fourteen Thousand, Five Hundred and Twenty-Four Naira, Thirty-Nine Kobo) is due for payment to the Contractor for IC No.32.
- The difference between the amount certified by the Federal Ministry of Works and Housing (The Engineer), and the amount recommended by the Technical Advisor (Dar Al-Handasah Consultants Ltd and TSL Engineering Ltd.) is due to the VAT revision from 5% to 7.50% and the omission of amounts certified in Bill No.1 (The amount of ₦10,453,080 excl. VAT) for IC No.32 in addition to the Bill No. 1 values that were omitted from the previously certified amounts starting from IPC No. 27 to IPC No. 31 totaling to ₦206,443,943.82 excl. VAT.

		Accumulated IC 32 January 22 Certified by FMWH	Accumulated IC 32 January 22 Recommended by DAR/TSL
A1	Extent value of Permanent works Executed (Bill No. 2 to 8)	148,240,395,097.59	148,240,395,097.59
A2	Deduct 10% Retention Up to Limit in Clause 60 (Limit=5%)	0.00	0.00
A3	Add other Permanent Works	0.00	0.00
A4	Add Repayment of Retention	0.00	0.00
A	Subtotal (A1-A2+A3+A4)	148,240,395,097.59	148,240,395,097.59
B1	Add Value of Bill No. 1	3,518,287,461.45	3,301,390,437.63
B	Subtotal (B1)	3,518,287,461.45	3,301,390,437.63
C1	Add temporary Advance for Material on Site	0.00	0.00
C2	Add Advance Payment	29,450,241,860.22	29,450,241,860.22
C3	Deduct Repayment of Advance	24,304,743,914.75	24,304,743,914.75
C	Subtotal (C1+C2-C3)	5,145,497,945.47	5,145,497,945.47
D1	Add Variation in Price of Labour	0.00	0.00
D2	Add Variation in Price of Materials	1,670,924,242.90	1,670,924,242.90
D3	Add Variation CPI	3,360,602,103.81	3,360,602,103.81
D4	Add Contingencies	0.00	0.00
D	Subtotal (D1+D2+D3)	5,031,526,346.71	5,031,526,346.71
E1	Total Amount to be Certified (A+B+C+D) without VAT	161,935,706,851.22	161,718,809,827.40
E2	Deduct Amount Previously certified without VAT	157,044,775,143.88	156,838,331,200.06
E	Total Amount due this month (E1-E2) without VAT	4,890,931,707.34	4,880,478,627.34
F	Add VAT	5% 244,546,585.37	7.50% 366,035,897.05
	Total Amount due this month with VAT (E+F)	5,135,478,292.71	5,246,514,524.39

1. Works Done for the Period of February 2022:

• On-going Site Works:

a) Niger Bridge:

- West Approach Bridge:
 - Northern Deck:
 - Installation of brackets for street lighting on parapets
 - Casting of outer verge
 - Installation of precast concrete handrails on top of parapets
 - Southern Deck:
 - Installation of bearings Axes 210, 220 and 230
 - Delivery and storage of parapets
 - Installation of brackets for street lighting on parapets
 - Installation of reinforcement for inner verge
 - Abutment
 - Formwork placing and reinforcement installation, casting and removal of formwork for abutment axis 100 upper part (Middle part LHS and South)
 - Backfill of abutment
 - Yard
 - Demobilization of site installation
- Main Bridge:
 - Free Balanced Cantilever Axis 280 – Northern deck (VBC 1):
 - Segment 16R: Formwork preparation and reinforcement installation, casting, Post tensioning
 - Segment 17R: Formwork placing, Reinforcement installation, Casting, Post tensioning
 - Segment 18R: Formwork placing, Reinforcement installation
 - Segment 19R: Formwork and scaffolding placing, Reinforcement installation
 - Free Balanced Cantilever Axis 280 – Southern deck (VBC 2):
 - Segment 16R: Formwork preparation, Reinforcement installation, Post tensioning, Traveling
 - Segment 17R: Casting, Post tensioning, Traveling
 - Segment 18R: Formwork placing, Reinforcement installation, Casting, Post tensioning, Traveling
 - Free Balanced Cantilever Closure Pour Axes 260 / 250 (North and South, VBC 3 / VBC4):
 - Demobilization of formwork travelers
 - Free Balanced Cantilever Axis 250/260 – Northern deck (VBC 3):
 - Formwork placing; Reinforcement installation and post-tensioning duct installation
 - Casting; Post tensioning; Removal of formwork
 - Free Balanced Cantilever Axis 250 – Northern deck (VBC 3):
 - Segment 18L: Post tensioning, Traveling
 - Segment 19L: Formwork placing, Reinforcement installation
 - Free Balanced Cantilever Axis 250 – Southern deck (VBC 4):
 - Segment 17L: Casting, Post tensioning, Traveling
 - Segment 18L: Formwork placing, Reinforcement installation, Casting
 - Free Balanced Cantilever Closure Pour Axes 260 / 270 – (North and South, VBC 1 / VBC 2):
 - Demobilization of formwork travelers
 - Free Balanced Cantilever Axis 260 (North and South):
 - Cleaning, closing of block outs and cosmetic works inside box girder

- East Approach Bridge:
 - Northern deck:
 - Parapet installation
 - Bracket installation for street lighting
 - Construction of transition slab
 - Southern deck:
 - Placing of handrail attached to parapet
 - Installation of reinforcement for inner verge
 - Construction of transition slab

b) Onitsha Site CH 27+850 to 34+900:

- Main Carriageway CH 27+850 to 34+900:
 - Earthworks and slope protection:
 - Maintenance of grass
 - Embankment fill at GEC area 2 CH 32+930 to 33+280
 - Earthwork fill volume part 2 CH 34+100 to 34+900 remaining part after removal of road diversion
 - Soil improvement:
 - Placing of geotextile from CH 32+930 to 33+28
 - Drainage and utilities:
 - Installation of rip rap at chute outlets from CH 28+300 to 28+800
 - Installation of lighting pole foundations from 28+025 to 28+900 and from 27+870 to 28+025
 - Installation of chutes from CH 30+526 to 30+550, from CH 30+599 to 30+871 (LHS), from 32+874 to 32+894 (LHS) and at CH 33+770 (LHS)
 - Installation of gully upper parts from CH 29+400 to 29+880, CH 30+850 to 32+174 and from CH 32+174 to 32+910
 - Backfilling works for box culverts 30+535 and 30+640 (LHS)
 - Installation of cable duct crossing from CH 33+605 to 33+863 (RHS)
 - Construction of concrete crash barrier from 28+430 to 29+000 (RHS), from CH 29+180 to 30+280 (LHS) and from CH 31+530 to 32+700 (CL)
 - Construction of connection concrete crash barrier / parapet at Atani Bridge
 - Construction of box culvert 18.1 at CH 34+331.5
 - Pavement works:
 - Laterite cut/fill to subgrade level from CH 33+460 to 34+000 LHS
 - Filling of 30 cm sand layer from 33+460 to 34+000 (LHS)
 - Place 30 cm sandfill above formation layer from CH 34+410 to 34+830 (LHS)
 - Construction of transition slab at Owerri Bridge axis 10 (LHS)
 - Sand cement stabilization from CH 30+310 to 30+470 (LHS) and from CH 34+510 to 34+680 (RHS) and from CH 30+450 to 30+490 (LHS/RHS) and from 34+510 to 34+820 (LHS)
 - Laying of 1st layer crushed stone base course from CH 34+680 to 34+830 (RHS) and from CH 30+730 to 30+890 (RHS)
 - Laying of 2nd layer crushed stone base course from CH 30+740 to 30+900 (LHS) and from CH 33+500 to 34+000 (RHS) and from CH 30+730 to 30+890 (RHS) and from CH 33+510 to 33+990 (LHS)
 - Spraying of prime coat and sand blinding from CH 30+730 to 30+890 (RHS) and from CH 33+510 to 33+990 (LHS)
 - Compaction test, prime coat and sand blinding from CH 33+460 to 34+000 (RHS) and from CH 30+740 to 30+900 (LHS)
 - Installation of asphalt base course from CH 30+290 to 30+440 (LHS/RHS) and from 30+730 to 30+890 (LHS/RHS) and from CH 33+485 to 34+010 (RHS)
 - Installation of asphalt binder course from CH 28+330 to 28+420 (LHS/RHS) and from CH 30+300 to 30+460 (LHS)
 - Breaking-out, excavating, raising and setting of gullies to final road level from CH 28+450 to 29+000 (RHS) and from CH 31+250 to 32+500 (RHS) and from CH 31+400 to 32+760 (RHS)

c) Owerri Interchange CH 33+500 to 34+500:

- Earthworks and slope protection:
 - Grouted rip rap at Owerri Flyover Bridge abutment Axis 50 (RHS)
 - Slope cutting and placing top soil to slope at Sliproad 2 (Quadrant 4)
 - Embankment fill with laterite from CH 33+500 to 34+000 (RHS) and at the connection to Sliproads 7 and 8 (Quadrant 3)
 - Cut to shape slope CH 0+010 to 0+160 at electrical market
 - Laterite placing and compaction on removed temporary access road
 - Completion of topsoil area at Sliproad 3 (Quadrant 1)
- Soil improvement:
 - Installation of geotextile encased columns (Quadrant 3)
 - Relocation of GEC equipment and containers from CH 33+280 to Quadrant 3
 - Laying of geogrid and geotextile in quadrant 3
- Drainage and utilities:
 - Construction of U-Channel connecting to Box Culvert C2 inlet (Quadrant 1)
 - Construction of concrete v drain at Service Road
 - Complete remaining chutes at Sliproads 1 and 2 (Quadrant 4)
 - Installation of Lighting Pole foundation at Existing Road from CH 0+898.5 to 0+960 (LHS) and from 0+438 to 0+598 (CL)
 - Construction of concrete v-drains CH 0+570 to 0+360 LHS at Sliproad 4
 - Construction of box culvert C4 part 2
- Road works at Slip roads:
 - Grade laterite to formation level at Sliproad 3 (Quadrant 1)
 - Place 30 cm sandfill improvement layer from CH 0+440 to 0+320 Sliproad 3
 - Installation of kerb stones at slip roads 1 and 2 (Quadrant 4)
 - Installation of asphalt base course at slip roads 1 and 2 (Quadrant 4)
 - Installation of binder course at slip roads 1 and 2 (Quadrant 4)
 - Sand cement stabilization from CH 0+440 to 0+320 Sliproad 3
 - Laying 15 cm crushed stone base from CH 0+290 to 0+160 (Sliproad 3)
 - Spraying of prime coat and sand blinding on uncompleted part Sliproads 1 and 2 in Quadrant 4 and from CH 0+290 to 0+160 (Sliproad 3 Quadrant 1)
- Rehabilitation and enlargement of Onitsha-Owerri Expressway:
 - Installation of median U-channel
 - Place 30 cm sand layer at CH 0+150 to 0+665 and CH 0+245 to 0+950 (Expressway LHS) and from CH 0+500 to 0+695 (Service Road LHS)
 - Sand cement stabilization from CH 0+150 to 0+665 (Expressway LHS)
 - Construction of concrete v drain at LHS
 - Laying 1st layer and 2nd layer crushed stone base from CH 0+690 to 0+885 (Expressway LHS)
 - Spraying of prime coat and sand blinding from CH 0+690 to 0+885 (Expressway LHS)
 - Installation of asphalt base course from CH 0+710 to 0+860 (LHS Service Road)
- Access Road to Electrical market
 - Top soil placing and grassing CH 0+010 to 0+160
 - Installation of chutes
 - Installation of binder course
 - Rip rap placing on chute base
 - Grassing works on slope
 - Construction of V-drain
 - Formation layer final grade to level
 - Laying of crushed stone base
- Relocation of high-tension power lines:
 - Awaiting power outage

d) **ASABA SITE CH 23+000 to 26+000**

- Road works:
 - Earthworks and slope protection:
 - Watering and maintenance / repair of top soil and grass
 - Leveling of ROW
 - Drainage and utilities:
 - Installation of gully shafttrings, balancerings and gully covers from CH 23+000 to 25+650
 - Completion of chutes and outlets
 - Finishing works:
 - Cleaning
- Toll Station:
 - Control Building:
 - MEP 2nd fix
 - Cable installation inside partition walls at 1st floor
 - Placing of dry wall closing side at 1st floor
 - Wall primer and 1st coat on partition walls at 1st floor
 - Installation of floor tiles at 1st floor
 - Installation of suspended ceiling at ground floor
 - Wall primer and 1st coat paint at ground floor
 - Dust proof paint placing on floors
 - Plastering of external wall plinth
 - O&M Building:
 - Sanitary partition wall on toilets installation
 - MEP final fix
 - Vehicle Service Building:
 - MEP 2nd fix
 - Internal wall 1st coat paint
 - Plastering of external wall plinth, painting and backfilling
 - Security Building:
 - Fixing of wash basin at Tea kitchen
 - Exit Building:
 - Installation of lowered ceiling at toilets
 - 1st coat paint application on internal walls
 - Plastering of external wall plinth
 - Toll Booths:
 - Primer and 1st coat paint application on internal walls and ceiling at Toll Booths 9 to 11
 - MEP works at Toll Booths 9 to 11
 - Placing of PVC floor
 - Tunnel:
 - Mounting of spiral staircase

- Utility building:
 - Plastering of external walls
 - Primer and 1st coat paint application on internal walls and ceiling
 - Application of epoxy resin paint placing on floors
- Infrastructure:
 - Continue concrete pavement works (Northeast & Southeast), leveling, compaction, blinding and pavement
 - Installation of remaining power supply system pipes
 - Installation of streetlight foundations and cable ducts
 - Placing of gullies in between Toll Booths (Toll Booth No. 10 to 17)
- Filling Station:
 - Installation of piping
- Infrastructure:
 - Installation of remaining power supply system pipes
 - Installation of streetlight foundations, cable ducts and lighting poles
 - Installation of lighting poles
 - Setting of kerbstones
 - Installation of gully pots
 - Walkway preparation

e) **Main Yard Onitsha**

- Rebar cut and bend:
 - Main Bridge: Superstructure, Rebar for precast slabs
 - Streetlight foundations
 - Drainage for Owerri Interchange
- Precast production:
 - U-Channel elements
 - Manhole / sand trap parts
 - Streetlight foundations
 - Parapets (Uyo Yard)
 - Concrete pipes (Abuja Yard)
 - Gully pots (Abuja Yard)

f) **Design & Engineering**

- Niger Bridge design:
 - Superstructure and finishing works
- Geotechnical design:
 - In-construction service

2. Summary of IC No. 33 (February 2022):

- Dar and TSL confirms that the permanent works reflected in IPC 33 are executed and is aligned with the programme of works.
- IC No.33 was duly vetted by the Federal Ministry of Works and Housing (The Engineer) and further checked by the Technical Advisor (Dar Al-Handasah Consultants Ltd and TSL Engineering Ltd).
- The amounts as calculated and vetted by the Engineer for this period's permanent works are consistent with the works observed at the site inspection, consistent with the amounts claimed by the Contractor, and consistent with the verification calculations.
- The Interim Certificate IC No.33 shows an amount **(inclusive of 5% VAT) of ₦ 3,211,263,888.53** (Three Billion, Two Hundred and Eleven Million, Two Hundred and Sixty-Three Thousand, Eight Hundred and Eighty-Eight Naira, Fifty-Three Kobo only) due to the Contractor (Julius Berger Nigeria Plc.) for the period ending February 2022.
- The FMWH has relied on the cumulative amounts for the permanent works, certified in IC 32, as the basis for calculating the cumulative amounts in IC 33 and hence the amounts due for the permanent works in IC 33.
- It has been observed that for Bill No.1:
 - The Total Cumulative amount of ₦ 3,519,780,711.45 (excl. VAT) that was computed for the Bill No.1 in the IPC No.33; is the total amounts of the previous Certificates amounting ₦ 3,518,287,461.45 (excl. VAT) in addition to the "Current Amount" of IPC 33 amounting ₦ 1,493,250.00 (excl. VAT).
- Therefore, Dar and TSL considers that the amount **(inclusive of 7.5% VAT) of ₦2,366,041,485.10** (Two Billion, Three Hundred and Sixty-Six Million, Forty-One Thousand, Four Hundred and Eighty-Five Naira, Ten Kobo) is due for payment to the Contractor for IC No.33.
- The difference between the amount certified by the Federal Ministry of Works and Housing (The Engineer), and the amount recommended by the Technical Advisor (Dar Al-Handasah Consultants Ltd and TSL Engineering Ltd.) is due to the VAT revision from 5% to 7.50% and the omission of amounts certified in Bill No.1 (The amount of ₦1,493,250.00 excl. VAT) for IC No.33, and the Bill No. 1 values that were omitted from the previously certified amounts starting from IPC No. 27 to IPC No. 32 totaling to ₦216,897,023.82 excl. VAT, in addition to the reached limit/ceiling of VOP). Since the variation in CPI and material costs exceeds the amount in REBEME2 (4,965,000,000.00 excl. VAT), excessive amounts from IPC 33 in the sum of 855,884,487.15 (excl. VAT) have been omitted from this IPC payment. This is in accordance with the approved REBEME No.2 received on October 20th.

		Accumulated IC 33 February 22 Certified by FMWH	Accumulated IC 33 February 22 Recommended by DAR/TSL
A1	Extent value of Permanent works Executed (Bill No. 2 to 8)	151,750,922,298.32	151,750,922,298.32
A2	Deduct 10% Retention Up to Limit in Clause 60 (Limit=5%)	0.00	0.00
A3	Add other Permanent Works	0.00	0.00
A4	Add Repayment of Retention	0.00	0.00
A	Subtotal (A1-A2+A3+A4)	151,750,922,298.32	151,750,922,298.32
B1	Add Value of Bill No. 1	3,519,780,711.45	3,301,390,437.63
B	Subtotal (B1)	3,519,780,711.45	3,301,390,437.63
C1	Add temporary Advance for Material on Site	0.00	0.00
C2	Add Advance Payment	29,450,241,860.22	29,450,241,860.22
C3	Deduct Repayment of Advance	25,547,775,945.42	25,547,775,945.42
C	Subtotal (C1+C2-C3)	3,902,465,914.80	3,902,465,914.80
D1	Add Variation in Price of Labour	0.00	0.00
D2	Add Variation in Price of Materials	2,460,282,383.33	4,965,000,000.00
D3	Add Variation CPI	3,360,602,103.81	
D4	Add Contingencies	0.00	0.00
D	Subtotal (D1+D2+D3)	5,820,884,487.14	4,965,000,000.00
E1	Total Amount to be Certified (A+B+C+D) without VAT	164,994,053,411.71	163,919,778,650.75
E2	Deduct Amount Previously certified without VAT	161,935,706,851.22	161,718,809,827.40
E	Total Amount due this month (E1-E2) without VAT	3,058,346,560.49	2,200,968,823.35
F	Add VAT	5% 152,917,328.02	7.50% 165,072,661.75
	Total Amount due this month with VAT (E+F)	3,211,263,888.51	2,366,041,485.10

1. Works Done for the Period of March 2022 :

• On-going Site Works:

a) Niger Bridge:

- West Approach Bridge:
 - Northern Bridge:
 - Installation of parapets and handrails
 - Casting of outer verge
 - Southern Bridge:
 - Delivery and storage of parapets
 - Installation of parapets and handrails
 - Casting of outer verge
 - Installation of brackets for street lighting on parapets
 - Installation of reinforcement for inner verge
 - Abutment
 - Installation of aggregate filter layer and geotextile
 - Backfilling
 - Construction of bridge stairways behind Axis 100
 - Removal of formwork for abutment axis 100 upper part (Middle part CL)
 - Yard:
 - Demobilization of site installation
- Main Bridge:
 - Free Balanced Cantilever:
 - Demobilization of formwork travelers VBC1, VBC2, VBC3, VBC4
 - Free Balanced Cantilever Axis 280 – Northern deck (VBC1):
 - Segment 19R: Stripping of formwork and scaffolding
 - Demobilization of formwork travelers
 - Axis 280 – Southern deck:
 - Segment 19R: Formwork placing; Reinforcement installation; Casting
 - Axis 250 – Southern deck:
 - Segment 19L: Formwork placing; Reinforcement installation and casting
 - Free Balanced Cantilever Axes 260 / 250 (South; VBC4):
 - Demobilization of formwork travelers
 - Free Balanced Cantilever Axis 250 – Northern deck (VBC 3):
 - Segment 19L: Demobilization of formwork travelers
 - Free Balanced Cantilever Axis 250 – Southern deck (VBC 4):
 - Segment 19L: Formwork placing; Reinforcement installation
 - Free Balanced Cantilever Closure Pour Axes 260 / 270 – (North and South; VBC 1 / VBC 2):
 - Demobilization of formwork travelers
 - Axes 260 and 270 – Northern and Southern Deck:
 - Cleaning, closing of block outs and cosmetic works inside box girder

- Eastern approach:

- Northern Bridge:
 - Parapet installation
 - Casting of outer verge
 - Bracket installation for street lighting
 - Construction of transition slab
- Southern deck:
 - Installation of reinforcement for inner verge
 - Construction of transition slab
 - Casting of outer verge

b) Onitsha Site Ch 27+850 To 34+900:

- Main Carriageway CH 27+850 to 34+900:
 - Earthworks and slope protection:
 - Maintenance of grass
 - Repair works on slope from CH 31+400 to CH 32+100
 - Embankment fill at GEC Area 2 from CH 32+930 to 33+280
 - Earthwork fill volume part 2 CH 34+100 to 34+900 remaining part after removal of road diversion
 - Slope cutting from CH 32+910 to 33+075 (RHS) and from CH 32+940 to 33+337 (LHS)
 - Placement of top soil from CH 33+100 to CH 33+300 (RHS) and CH33+580 to 33+710 (RHS)
 - Final grade to formation level from CH 30+525 to 30+650 (RHS)
 - Leveling to formation from CH 30+525 to 30+650 (RHS)
 - Laying of 1st & 2nd layer base course from CH 30+460 to CH 30+730 (LHS)
 - Soil improvement:
 - Placing of geotextile at GEC Area 2 from CH 32+930 to 33+280
 - Drainage and utilities:
 - Breaking-out, excavating, raising and setting of manholes from CH28+414 to 28+718
 - Installation of rip rap at chute outlets from CH 28+300 to 28+800
 - Installation of lighting pole foundations from 28+025 to 28+900 and from 27+870 to 28+025
 - Installation of chutes from CH 30+526 to 30+550, from CH 30+599 to 30+871 (LHS), from 32+874 to 32+894 (LHS), from CH 30+525 to 30+650 (LHS), from CH 30+730 to CH 30+880 (LHS) and from CH33+520 to 33+770 (RHS)
 - Installation of upper gully parts from CH 28+377 to 28+969 (LHS), from CH 28+959 to 28+955 (RHS), CH 29+400 to 29+880, from CH32+400 to 32+910, CH 30+850 to 32+174 and from CH 32+174 to 32+910
 - Breaking-out, excavating, raising and setting of gullies to final road level from CH 32+400 to 32+910, from CH 28+332 to 28+377 (LHS), from CH 28+716 to 28+959 (RHS) and from CH 32+450 to 32+770 (CL),
 - Backfilling of box culverts CH 30+535 to CH 30+640 (RHS)
 - Installation of gullies from CH 30+535 to CH 30+640 (RHS)
 - Installation of cable duct crossing from CH 33+605 to 33+863 (RHS)
 - Construction of concrete crash barrier from 28+510 to 30+292 (LHS) and from CH 30+040 to 30+440 (LHS)
 - Construction of connection concrete crash barrier / parapet at Atani Bridge
 - Construction of box culvert C18.1 outlet at CH 34+331.5 and C16 inlet at CH 34+218

- Pavement works:
 - Construction of transition slab at Owerri Bridge axis 10 and 50 (RHS)
 - Laying of 1st layer crushed stone base course from CH 34+510 to 34+820 (LHS)
 - Laying of 2nd layer crushed stone base course, spraying of prime coat and sand blinding from CH 34+510 to 34+820 (LHS)
 - Spraying of prime coat from CH 30+750 to 30+890 (RHS)
 - Installation of asphalt base course from CH 33+485 to 34+010 (RHS)
 - Installation of asphalt binder course from CH 30+760 to 30+920 (LHS) and from CH 34+440 to 34+820 (RHS)

c) Owerri Interchange CH 33+500 to 34+500:

- Earthworks and slope protection and Soil Improvement:
 - Slope cutting and placing top soil to slope at Sliproad 2 (Quadrant 4)
 - Installation of geotextile encased columns (Quadrant 3)
 - Laying of geogrid and geotextile in quadrant 3
 - Slope cutting along from CH0+960 to 0+610 (Expressway LHS)
 - Laterite placing and compaction on removed temporary access road
- Drainage and utilities:
 - Construction of v drain connecting to C3 inlet
 - Construction of U-Channel connecting to Box Culvert C2 inlet (Quadrant1)
 - Construction of U-channel 0.50 x 0.35m (Expressway LHS)
 - Construction of concrete V-Drain at Service Road (LHS) and at Slip Road 3 upper part
 - Complete remaining chutes at Sliproads 1 and 2 (Quadrant 4)
 - Installation of Lighting Pole foundation at Slip road 4 (Quadrant 1) and at Existing Road from CH 0+172 to 0+960 (LHS)
- Road works on Main carriageway
 - Spraying of asphalt prime coat from CH 33+525 to 34+010 (LHS/RHS)
 - Installation of asphalt binder CH 34+440 to 34+820 (LHS), from CH 33+525 to 34+010 (LHS/RHS)
- Road works at Slip roads:
 - Filling of 30 cm sand layer on Slip Road 3
 - Filling 30 cm sand layer and sand stabilization on Slip Road 4
 - Installation of asphalt base course at Sliproads 1 and 2 (Quadrant 4)
- Rehabilitation and enlargement of Onitsha-Owerri Expressway:
 - Installation of median U-channel
 - Place 30 cm sand layer from CH 0+415 to 0+500 (Service Road LHS)
 - Laying of 2nd layer crushed stone base course from CH 0+690 to 0+945 (Expressway LHS), 1st layer crushed stone base course from CH 0+580 to 0+200 LHS
 - Laying of 1st layer crushed stone base course from CH 0+345 to 0+485 (Expressway LHS)
 - Laying of 2nd layer crushed stone base course, prime coating and sand blinding from CH 0+690 to 0+945 (Expressway LHS)
 - Laying of asphaltic base course from CH 0+710 to 0+860 (Service Road - LHS)
 - Laterite fill and compaction of temporary diversion leading to roundabout from CH 0+815 to 0+866 (Step 7)
- Access Road to Electrical market:
 - Rip rap placing on chute bases
 - Grassing works on slope
 - Construction of V-drain

- Relocation of high-tension power lines:
 - Awaiting power outage

d) ASABA SITE CH 23+000 to 26+000

- Road works:
 - Earthworks and slope protection:
 - Watering and maintenance / repair of top soil and grass
 - Leveling of ROW
 - Drainage and utilities:
 - Installation of gully shaft rings, balance rings and gully cover from CH 23+000 to 25+650
 - Finishing works:
 - Cleaning
- Toll Station:
 - Control Building:
 - Installation of suspended ceiling tiles at ground floor and 1st floor
 - Installation of tiles on the stair case
 - Wall primer and 1st coat paint at ground floor and first floor
 - Gypsum plaster board placing for changing rooms at 1st floor
 - Installation of doors on 1st floor
 - Installation of raised floor at ground floor
 - Fixing of wash basin in lunch room
 - Backfilling of building around external wall plinth
 - Installation of sanitary partition wall on toilets installation
 - MEP final fix
 - Ceiling primer application on installed gypsum plaster board at ground floor and 1st floor
 - Plastering of external wall plinth
 - O&M Building:
 - Sanitary partition wall on toilets installation
 - MEP final fix
 - Fixing of wash basin at Tea kitchen
 - Vehicle Service Building:
 - MEP 2nd fix
 - Internal wall 1st coat paint
 - Painting of external wall plinth and backfill
 - Security Building:
 - Fixing of wash basin at Tea kitchen
 - Final paint for internal walls
 - Backfilling around building
 - Exit Building:
 - Installation of lowered ceiling at toilets
 - Painting of external wall plinth and backfill
 - Priming and 1st coat paint on stair case building inner walls
 - Installation of tiles on the stair case leading to Tunnel
 - MEP 2nd fix

- Toll Booths:
 - Primer and 1st coat paint application on internal walls and ceiling at Toll Booths 12 to 15
 - Screeding of Toll booths 14 and 15
 - MEP works
 - Placing of PVC floor
 - Concrete surface finishing for external walls
- Tunnel:
 - Mounting of spiral staircases and handrails from in toll booths 12 to 15
- Utility building:
 - Final painting of internal walls
 - Plastering and painting of external wall plinth
 - Application of epoxy resin paint placing on floors
 - Construction of generator plinth at generator room
 - MEP works 1st fix
- Filling Station:
 - Installation of piping and pressure testing
 - Backfilling and compaction
- Infrastructure:
 - Installation of remaining power supply system pipes
 - Installation of streetlight foundations and cable ducts
 - Installation of lighting poles
 - Setting of kerb stones
 - Installation of interlocking stones at walkways
 - Grade to formation level of access roads (RHS)
 - Cut to shape slope at access roads (RHS)

2. Summary of IC No. 34 (March 2022):

- Dar & TSL confirms that the permanent works stated in IPC 34 are executed and aligned with the project programme of works.
- IC No.34 was duly vetted by the Federal Ministry of Works and Housing (The Engineer) and further checked by the Technical Advisor (Dar Al-Handasah Consultants Ltd and TSL Engineering Ltd).
- The amounts as calculated and vetted by the Engineer for this period's permanent works are consistent with the works observed at the site inspection, consistent with the amounts claimed by the Contractor, and consistent with the verification calculations.
- The Interim Certificate IC No.34 shows an amount **(inclusive of 5% VAT) of ₦ 3,658,043,811.11** (Three Billion, Six Hundred and Fifty-Eight Million, Forty-Three Thousand, Eight Hundred and Eleven Naira, Eleven Kobo only) due to the Contractor (Julius Berger Nigeria Plc.) for the period ending March 2022.
- The FMWH has relied on the cumulative amounts for the permanent works, certified in IC 33, as the basis for calculating the cumulative amounts in IC 34 and hence the amounts due for the permanent works in IC 34.
- The difference between the amount certified by the Federal Ministry of Works and Housing (The Engineer), and the amount recommended by the Technical Advisor (Dar Al-Handasah Consultants Ltd. and TSL Engineering Ltd.) for IC 34 comes from the followings:
 1. VAT revision from 5% to 7.50%;
 2. The omission of amounts certified in Bill No.1 of amount ₦5,013,250.00 excl VAT in IC 34 was excluded;
 3. The omission of excessive amounts to the variations (VOP) in material prices that exceeded the amount in REBEME2 amounting ₦232,840,182.15 excl VAT;
 4. The omission of amounts totaling ₦ 187,550,240.50 (excl. VAT) for the discrepancy between ICs No. 30 and 31; (Clarified in IPC No.36)
 5. the omission of amounts totaling ₦ 13,540,712.11 (excl. VAT) for the discrepancy between ICs No. 32 and 33; (Pending Clarification)
 6. The omission of the Overrun Amounts that have been paid ₦12,581,352.74 excl. VAT for Item 2.1.01C; (Pending Clarification)
 7. The omission of the amount computed and certified by FMWH by ₦37,311,509.19 (excl. VAT) for the IPC 22A in Bill No.5. (Pending Clarification)

In addition to the previous omitted amounts:

1. **the reached limit/ceiling of VOP the excessive amounts from IPC 33 in the sum of 855,884,487.15 (excl. VAT) have been omitted from the prior IPC payment. This is in accordance with the approved REBEME No.2 received on October 20th 2021.**
 2. **Bill No. 1 values were omitted from the previously certified amounts starting from IPC No. 27 to IPC No. 33.**
- Therefore, Dar and TSL considers that the amount **(inclusive of 7.5% VAT) of ₦3,219,640,052.14** (Three Billion, Two Hundred and Nineteen Million, Six Hundred and Forty Thousand, Fifty-Two Naira, Fourteen Kobo) is due for payment to the Contractor for IC No.34.

Table FMWH vs DAR/TSL Calculations for IPC No. 34

	Accumulated IC 34 March 22 Certified by FMWH	Accumulated IC 34 March 22 Recommended by DAR/TSL
A1 Extent value of Permanent works Executed (Bill No. 2 to 8)	156,158,203,864.46	155,907,220,049.92
A2 Deduct 10% Retention Up to Limit in Clause 60 (Limit=5%)	0.00	0.00
A3 Add other Permanent Works	0.00	0.00
A4 Add Repayment of Retention	0.00	0.00
A Subtotal (A1-A2+A3+A4)	156,158,203,864.46	155,907,220,049.92
B1 Add Value of Bill No. 1	3,524,793,961.45	3,301,390,437.63
B Subtotal (B1)	3,524,793,961.45	3,301,390,437.63
C1 Add temporary Advance for Material on Site	0.00	0.00
C2 Add Advance Payment	29,450,241,860.22	29,450,241,860.22
C3 Deduct Repayment of Advance	26,709,059,695.03	26,709,059,695.03
C Subtotal (C1+C2-C3)	2,741,182,165.19	2,741,182,165.19
D1 Add Variation in Price of Labour	0.00	0.00
D2 Add Variation in Price of Materials	2,693,122,565.48	4,965,000,000.00
D3 Add Variation CPI	3,360,602,103.81	
D4 Add Contingencies	0.00	0.00
D Subtotal (D1+D2+D3)	6,053,724,669.29	4,965,000,000.00
E1 Total Amount to be Certified (A+B+C+D) without VAT	168,477,904,660.39	166,914,792,652.74
E2 Deduct Amount Previously certified without VAT	164,994,053,411.71	163,919,778,650.75
E Total Amount due this month (E1-E2) without VAT	3,483,851,248.68	2,995,014,001.99
F Add VAT	5% 174,192,562.43	7.50% 224,626,050.15
Total Amount due this month with VAT (E+F)	3,658,043,811.11	3,219,640,052.14

1. Works Done for the Period of April 2022:

On-going Site Works:

a) Niger Bridge:

- West Approach Bridge:
 - North and South Bridge
 - Installation of parapets and handrails
 - Parapet and handrail installation
 - Reinforcement and Cable duct for inner verge
 - Delivery and storage of handrails
 - Casting of outer verge
 - Installation of brackets for street lighting on parapets
 - Installation of permanent access to box girder
 - Abutment Axis 110
 - Backfilling and installation of filter layer
 - Shoreline protection
 - Construction of bridge stairways behind Axis 100
- Main Bridge:
 - North Bridge / South Bridge
 - Cosmetic works
 - Parapet and handrail installation
 - Installation of reinforcement for inner verge
 - Casting of outer verge
 - Roughening of bridge deck surface
 - Free Balanced Cantilever:
 - Demobilization of formwork travelers VBC1, VBC2, VBC3 and VBC4
 - Axes 250 and 260 – Southern decks:
 - Removal of formwork
 - Axes 260 and 270 – Northern and Southern Deck:
 - Cleaning, closing of block outs and cosmetic works inside box girder
- Eastern approach:
 - North and Southern Bridge:
 - Parapet installation
 - Bracket installation for street lighting
 - Cosmetic works
 - Parapet and handrail installation
 - Casting of outer and inner verge
 - Construction of transition slab
 - Installation of brackets for street lighting on parapets
 - Installation of permanent access to box girder
 - Installation of reinforcement for inner verge
 - Axis 330:
 - Embankment shaping and stone pitching of abutment
 - Construction of bridge staircase

b) Onitsha Site CH 27+850 to 34+900:

- Main Carriageway CH 27+850 to 34+900:
 - Earthworks and slope protection:
 - Maintenance of grass from CH 27+850 to CH 34+900 (LHS/RHS)
 - Repair works on slope from CH 28+600 to 29+400 and from CH 29+300 to 30+100
 - Laterite fill from CH 34+100 to 34+340
 - Slope cutting from CH 32+940 to 33+337 (LHS)
 - Placement of top soil from CH 33+250 to CH 33+330 (RHS)
 - Installation of 30 cm sand layer from CH 34+100 to 34+420 (RHS)
 - Final grade to formation level from CH 30+440 to 30+730 (RHS)
 - Laying of 1st and 2nd layer of crushed stone base course from CH 30+460 to CH 30+730 (RHS)
 - Drainage and utilities:
 - Installation of lighting pole foundations from 27+870 to 28+900 (LHS/RHS)
 - Rip rap placing on chute bases from 28+337 to 28+899 (LHS)
 - Concrete outer safety barrier Ch 28+465 to 28+857 (CL) and from Ch 28+857 to 28+900 (CL)
 - Breaking-out, excavating, raising and setting of gullies and manholes to final road level from 29+100 to 30+410 (CL)
 - Installation of gullies from 30+410 to 30+777 (CL), from 30+535 to 30+640 (RHS) and from 33+380 to 33+401 (RHS)
 - Breaking-out, excavating, raising and setting of gullies to final road level from Ch 29+100 to Ch 30+777 and from 30+438 to 30+538 (RHS)
 - Installation of chutes from 30+525 to 30+650 (LHS) and from 33+520 to 34+000 (RHS)
 - Backfilling of box culverts from 30+535 to 30+640 (RHS) and C18 outlet at 34+331.5
 - Installation of DN1000 stormwater drain from 32+930 to 33+280 (CL)
 - Construction of concrete crash barrier from Ch 28+900 to Ch 29+350 (CL), from 33+620 to 33+990 (CL) and from CH 29+350 to 28+750
 - Breaking-out, excavating, raising and setting of gullies to final road level from 33+522 to 33+772 (LHS/CL/RHS)
 - Backfilling of box culverts C16 from Ch 30+535 to Ch 30+640 RHS
 - Construction of concrete V-Drains from 34+600 to 34+900 (LHS/RHS)
 - Construction of pipe culvert C16 inlet and outlet from Ch 34+218 to Ch 34+218 (LHS/RHS)
 - Construction of box culvert C18.1 outlet at CH 34+331.5 and C16 inlet at CH 34+218
 - Pavement works:
 - Priming, laying of asphalt base course from CH 30+443 to 30+750 (LHS)
 - Sand cement stabilization from Ch 30+440 to Ch 30+730 (RHS) and from Ch 34+320 to Ch 34+420 (LHS)
 - Laying of 1st & 2nd layer base course from CH 30+460 to CH 30+730 (RHS)
 - Spraying of prime coat and sand blinding from CH 34+510 to 34+820 (LHS) and from CH 30+750 to 30+890 (LHS)
 - Installation of 1st and 2nd Layers of Stone Base Ch 34+320 to Ch 34+420 (LHS)
 - Laying of binder course from Ch 30+443 to Ch 30+750 (LHS)
 - Installation of asphalt binder course from CH 30+760 to 30+920, from Ch 33+520 to Ch 34+000 (LHS) and from Ch 34+440 to Ch 34+820 (RHS)

c) Owerri Interchange:

- Construction of Flyover Bridge
 - Axis 10 - 50 RHS:
 - Installation of handrails (LHS/RHS)
 - Construction of transition slab
 - Extension of parapet verge
 - Construction of connection crash barrier/parapet (LHS/RHS)
- Earthworks and slope protection and Soil Improvement:
 - Placing of top soil and grassing (CL) at Onitsha-Owerri Expressway
 - Grassing works on slope at Electrical market access
 - Installation of geotextile encased columns at Quadrant 3
 - Laying of geogrid and geotextile (Row 1 to 58) at Quadrant 3
 - Embankment fill (CH 0+250 to 0+400) at Quadrant 3
 - Embankment shaping and placing of top soil (RHS) at Slip Road 4
 - Sand cement stabilization at Slip roads 5 and 6
 - Cut to fill to main carriageway (CH 34+200 to 34+340) at Obosi Road Connection
 - Slope cutting and placing of top soil at Slip Road 2
 - Cutting to formation level at Slip roads 5, 6 and 8
 - Slope cutting of embankment at Slip road 8 (RHS)
 - Installation of 30 cm sand layer at Slip roads 5 and 6
 - Levelling to formation level from CH 1+000 to 1+100 (Step 7), Onitsha-Owerri Expressway
 - Sand filling from CH 1+000 to 1+100 (Step 7), Onitsha-Owerri Expressway
- Drainage and utilities:
 - Installation of median U-channel at Onitsha-Owerri Expressway
 - Installation of 0.50 x 0.35 m U-channel (CL) at Onitsha-Owerri Expressway
 - Construction of U-channel 0.50 x 0.35m on LHS at Onitsha-Owerri Expressway
 - Construction of concrete V-Drain on LHS at Onitsha-Owerri Expressway
 - Installation of chutes (Expressway LHS, Service Road LHS and at Slip Roads 1 and 2 (Quadrant 4))
 - Rip rap placing on chute bases at Electrical market access
 - Construction of box culvert C17A at Quadrant 2
 - Construction of pipe culvert C21 at Quadrant 2
 - Construction of 0.5 x 0.6m U-Channel connecting C16 outlet to C17A inlet at Quadrant 2
 - Installation of Lighting Pole foundations at Quadrant 2 and at Slip road 4
 - Installation of chutes at Slip Roads 1, 2 and 5
 - Demobilization of High-tension power lines
 - Relocation of utilities (High tension power lines)
- Road works at Slip roads:
 - 1st and 2nd layer crushed stone base course on Onitsha-Owerri-Expressway (Ch 0+990 to Ch 1+100) Step 7
 - Installation of kerbstones from 0+500 to 0+580 (LHS) at Service Lane and from 0+520 to 0+580 (Onitsha-Owerri Service Road LHS)
 - Crushed stone base course and sand blinding from CH 0+945 to CH1+000 at Service Lane, from CH 0+000 to CH0+040 at Slip Road 5, from 0+300 to 0+480 (Slip Road 3) and from 0+000 to 0+040 (Slip Road 5)
 - Installation of asphalt base course from CH 0+465 to CH 1+000 at Service Lane and from 0+990 to 1+100 (at Onitsha-Owerri-Expressway Step 7) and from 0+320 to 0+850 (Onitsha-Owerri Service Road LHS) and from 0+300 to 0+480 (Onitsha-Owerri Service Road LHS)
 - Installation of 1st and 2nd layer crushed stone base from CH 34+340 to CH 34+420 (LHS/RHS) at Main carriageway
 - Installation of insitu kerbstone and asphalt base course from CH 0+000 to CH 0+480 at Slip Road 3 and at Onitsha-Owerri-Expressway Service Road (Ch 0+320 to Ch 0+445) LHS

- Installation of crushed stone base course from CH 0+065 to CH 0+195 at Slip Road 4
 - Laying of asphalt base course on Onitsha-Owerri-Expressway Service Road (Ch 0+710 to Ch 0+950) LHS
 - Filling of 30 cm sand layer on Slip Road 3 and 4
 - Sand cement stabilization from CH0+195 to CH 0+300 at Slip Road 4 and from 0+065 to 0+300 (Slip Road 4) and at Onitsha-Owerri-Expressway Service Road (Ch 0+320 to Ch 0+445) LHS
 - Cutting to formation level for Slip road 8 CH 0+300 to 0+415
 - Slope cutting of embankment along Slip road 8 from CH 0+300 to 0+415 (RHS)
- Rehabilitation and enlargement of Onitsha-Owerri Expressway:
 - Installation of median U-channel
 - Place 30 cm sand layer from CH 0+415 to 0+500 (Service Road LHS)
 - Laying of 2nd layer crushed stone base course from CH 0+150 to 0+400 (Expressway LHS)
 - Laying of 1st layer crushed stone base course from CH 0+345 to 0+380 (Expressway LHS)
 - Laying of asphaltic base course from CH 0+710 to 0+860 (Service Road LHS)
 - Laterite fill and compaction of temporary diversion leading to roundabout from CH 0+815 to 0+866 (Step 7)
- Access Road to Electrical market:
 - Rip rap placing on chute bases
 - Grassing works on slope
 - Construction of V-drain
- Relocation of high-tension power lines (Week 14):
 - Awaiting power outage

d) **ASABA SITE CH 23+000 to 26+270**

- Road works:
 - Earthworks and slope protection:
 - Watering and maintenance /repair of top soil and grass from Ch 23+000 to Ch 25+650
 - Sand filling of carriage way from 25+800 to 26+270
 - Embankment shaping from 25+800 to 26+270
 - Drainage and utilities:
 - Installation of gully shaft rings, balance rings and gully covers from Ch23+000 to Ch 25+650
 - Installation of manhole shaft rings and covers from Ch 23+000 to Ch25+650
 - Installation DN1000 concrete pipes and manholes from Ch 25+800 to Ch26+270
 - Finishing works:
 - Cleaning

e) **Toll Station:**

- Control Building:
 - Installation of suspended ceiling tiles at ground floor and 1st floor
 - Installation of tiles on basement stair case
 - Wall primer and 1st coat paint at ground floor
 - Installation of doors on 1st floor
 - Installation of raised floor at ground floor
 - Fixing of wash basin in lunch room
 - Installation of sanitary partition wall on toilets
 - Installation of stair handrails and balustrades
 - MEP final fix

- O&M Building:
 - Fixing of wash basin at Tea kitchen
 - First coat painting of external walls
 - Wall primer and 1st coat paint of external walls
 - MEP final fix
 - Final painting of internal walls and ceiling
- Vehicle Service Building:
 - MEP 2nd fix
 - Internal wall final painting
 - External wall 1st coat paint
 - 2nd coat paint of internal walls at ground floor
 - Wall primer and 1st coat paint of external walls
 - Application of epoxy resin paint on floors
- Security Building:
 - Final paint for internal walls and ceiling
 - Wall primer and 1st coat paint of external walls
 - MEP final fix
 - External wall 1st coat paint
- Exit Building:
 - Installation of lowered ceiling at toilets
 - Painting of external wall plinth and backfill
 - Priming and 1st coat paint on stair case building inner walls
 - Installation of tiles on the stair case leading to Tunnel
 - MEP 2nd fix
- Utility building:
 - 2nd coat paint of internal walls
 - Final painting of internal walls
 - Painting of external wall plinth and backfill
 - Application of epoxy resin paint on floors
 - MEP works 1st & 2nd fix
- Toll Booths:
 - MEP works
 - Placing of PVC floor
 - Wall primer and 1st coat paint of external walls for Toll Booth 1 to 3 and on internal walls and ceiling at Toll Booths 14 and 15
 - Concrete surface finishing for external walls of Toll Booths 3 to 5 and 6 to 9
 - Screeding of Toll booths 14 and 15
- Tunnel:
 - MEP works
 - Mounting of spiral staircases and handrails from in toll booths
- Filling Station:
 - Installation of piping and pressure testing
 - Backfilling and compaction
- Infrastructure:
 - Installation of remaining power supply system pipes
 - Installation of streetlight foundations and cable ducts
 - Installation of lighting poles
 - Installation of chutes RHS
 - Setting of kerb stones
 - Grade to formation level of access roads
 - Placing of crushed stone base course layer

1. Works Done for the Period of May 2022:

• On-going Site Works:

a) Niger Bridge:

- West Approach Bridge:
 - North and South Bridge
 - Parapet and handrail installation
 - Reinforcement and cable duct for inner verge
 - Casting of outer and inner verge
 - Installation of cables and poles for street lighting
 - Installation of inner girder illumination
 - Closure of blockouts (South Bridge)
 - Abutment
 - Abutment Axis 110
 - Shoreline protection
 - Construction of bridge stairways behind Axis 100
- Main Bridge:
 - North Bridge / South Bridge
 - Cosmetic works and cleaning of box girder
 - Parapet and handrail installation
 - Installation of reinforcement for inner verge
 - Casting of outer and inner verge
 - Installation of brackets for street lighting on parapets
 - Installation of cables and poles for street lighting
 - Roughening of bridge deck surface
 - Axes 250 and 280 – Southern decks:
 - Removal of formwork/VBC
 - Axes 250 and 260 – Southern decks:
 - Removal of formwork
 - Axes 260 and 270 – Northern and Southern Deck:
 - Cleaning, closing of block outs and cosmetic works inside box girder
- Eastern approach:
 - North and Southern Bridge:
 - Cosmetic works and cleaning of box girder
 - Parapet and handrail installation
 - Casting of outer and inner verge North & South Casting of outer and inner verge
 - Installation of cables and poles for street lighting
 - Installation of reinforcement for inner verge
 - Axis 330:
 - Embankment shaping and stone pitching of abutment
 - Construction of transition slab (RHS)
 - Construction of bridge staircase

b) Onitsha Site CH 27+850 to 34+900:

- Main Carriageway CH 27+850 to 34+900:
 - Earthworks and slope protection:
 - Maintenance of grass from CH 27+850 to CH 34+900 (LHS/RHS)
 - Repair works on slope from CH 30+500 to 30+820 (LHS)
 - Formation level and trimming of embankment (Service Road) from CH 27+800 to CH 28+100 (LHS/RHS)
 - Installation and maintenance of grass from CH 27+850 to CH 34+900 (LHS/RHS)
 - Slope shaping from CH 30+440 to 30+730 (RHS) and from CH 32+940 to 33+337 (RHS)
 - Placement of top soil from CH 33+250 to CH 33+330 (RHS)
 - Laterite fill from CH 34+100 to 34+340 (LHS/RHS)
 - Installation of 30 cm sand layer from CH 34+100 to 34+420 (LHS)
 - Drainage and utilities:
 - Installation of drainage (Service Road) from Ch 28+100 to Ch 28+800 (LHS/RHS)
 - Installation of street lighting pole foundations from Ch 27+870 to Ch 28+400 (LHS/RHS)
 - Rip rap placing on chute bases from Ch 28+337 to Ch 28+899 (LHS)
 - Breaking-out, excavating, raising and setting of gullies and manholes to final road level from Ch 28+460 to Ch 30+410 (CL)
 - Installation of gullies from Ch 30+410 to Ch 30+777 (RHS)
 - Breaking-out, excavating, raising and setting of gullies to final road level from Ch 30+795 to Ch 30+995 (RHS/LHS)
 - Installation of gullies from 30+535 to 30+640 (RHS)
 - Installation of DN1000 stormwater drain from Ch 32+930 to Ch 33+280 (CL)
 - Installation of chutes from Ch 30+525 to Ch 30+650 (LHS)
 - Installation of gullies/pipes from 33+290 to 33+441 (LHS)
 - Excavation, installation and casting of crossing electrical cable ducts at 33+444
 - Installation of chutes from Ch 33+520 to Ch 34+000 (RHS)
 - Breaking-out, excavating, raising and setting of gullies to final road level from Ch 33+522 to Ch 33+772 (LHS/CL/RHS)
 - Construction of box culvert C18 outlet at Ch 34+331.5
 - Construction of concrete V-Drains from Ch 34+600 to Ch 34+900 (LHS/RHS)
 - Pavement works:
 - Installation of crushed stone base (Service Road) from Ch 28+100 to Ch 28+800 (LHS/RHS)
 - Sand cement stabilization from Ch 30+440 to Ch 30+730 (RHS)
 - Installation of 1st and 2nd layer crushed stone base course and sand blinding from Ch 30+440 to Ch 30+730 (RHS)
 - Installation of asphalt binder course from Ch 33+999 to Ch 34+020 (RHS)
 - Installation of asphalt binder course from Ch 34+370 to Ch 34+420 (RHS)

c) **Owerri Interchange CH 33+500 to 34+500:**

- Construction of Flyover Bridge
 - Axis 10 - 50 RHS:
 - Installation of handrails (LHS/RHS)
 - Construction of connection crash barrier/parapet (LHS/RHS)
- Earthworks and slope protection and Soil Improvement:
 - Placing of top soil and grassing (LHS) at Onitsha-Owerri Expressway and Service Lane
 - Surcharge culvert C10 and C12 at Quadrant 3
 - Installation of geotextile encased columns (Row 1-58) at Quadrant 3
 - Laying of geogrid and geotextile (Row 1 to 58) at Quadrant 3
 - Laying of geogrid and geotextile (Row 60 to 150) at Quadrant 3
 - Embankment fill (CH 0+250 to 0+400) at Quadrant 3
 - Placing of top soil and grassing (RHS) at Slip Road 3 and Slip Road 4
 - Trimming of embankment at Temporary Connection to Obosi Road
 - Removal of top soil and unsuitable material at Temporary Connection to Obosi Road
 - Cutting of laterite to formation level at Temporary Connection to Obosi Road
- Drainage and utilities:
 - Installation of 0.50 x 0.35 m U-channel (CL) at Onitsha-Owerri Expressway
 - Kerb to crash barrier connection (Service lane RHS) at Onitsha-Owerri Expressway
 - Installation of chutes (Expressway LHS, Service Road LHS) at Onitsha-Owerri Expressway
 - Installation of street lighting poles at Onitsha-Owerri Expressway
 - Installation of street lighting poles at Quadrant 1
 - Construction of box culvert C17A inlet and outlet at Quadrant 2
 - Construction of pipe culvert C14 at Quadrant 2
 - Construction of pipe culvert C21 at Quadrant 2
 - Construction of box culvert C15 at Quadrant 2
 - Construction of 0.5 x 0.6m U-Channel connecting C16 outlet to C17A inlet at Quadrant 2
 - Installation of Lighting Pole foundations
 - Installation of chutes at Slip Road 3, 4, 5 and 6
 - Demobilization of High-tension power lines
- Road works at Slip roads:
 - Sand cement stabilization from Ch 0+950 to Ch 0+990 (LHS) at Onitsha-Owerri Expressway
 - Installation of crushed stone base and sand blinding from Ch 0+950 to Ch 0+990 (LHS) at Onitsha-Owerri Expressway
 - Crushed stone base course and sand blinding from Ch 0+945 to Ch 0+965 (LHS) at Service Lane
 - Sand cement stabilization from Ch 0+950 to Ch 0+990 (LHS) at Service Lane
 - Crushed stone base course and sand blinding from Ch 0+945 to Ch 0+990 (LHS) at Service Lane
 - Installation of asphalt base course from Ch 0+840 to Ch 0+990 (LHS) at Service Lane
 - Installation of asphalt binder course from Ch 0+840 to Ch 0+990 (LHS) at Service Lane
 - Installation of asphalt base course from Ch 0+150 to Ch 0+300 (LHS/RHS) at Slip Road 4
 - Installation of asphalt binder course (LHS/RHS) from Ch 0+146 to Ch 0+225 at Slip Road 4
 - Installation of crush stone base (LHS/RHS) from Ch 0+225 to Ch 0+300) at Slip Road 4
 - Installation of insitu kerbs (LHS/RHS) from Ch 0+255 to Ch 0+300 at Slip Road 4
 - Installation of asphalt base course (LHS/RHS) from Ch 0+150 to Ch 0+225 at Slip Road 5
 - Installation of crushed stone base (LHS/RHS) Ch 0+000 to Ch 0+163

d) **ASABA SITE CH 23+000 to 26+000**

- Road works:
 - Earthworks and slope protection:
 - Watering and maintenance /repair of top soil and grass from Ch 23+000 to Ch 25+650
 - Filling and compaction of service lane (LHS) from 25+800 to 26+270
 - Sand filling of carriage way from 25+800 to 26+270
 - Embankment shaping from 25+800 to 26+270
 - Placement of top soil on embankment from 25+800 to 26+270
 - Drainage and utilities:
 - Construction of foundation for signboard cantilever (LHS) at Ch 26+270
 - Installation DN1000 concrete pipes and manholes from Ch 25+800 to Ch26+270
 - Finishing works:
 - Cleaning
 - Pavement works:
 - Sand cement stabilization from Ch 25+550 to Ch25+650
 - Installation of asphalt base course from Ch 25+550 to Ch25+650
 - Installation of asphalt binder course from Ch 25+550 to Ch25+650
- Toll Station:
 - Control Building:
 - Installation of suspended ceiling tiles at ground floor and 1st floor
 - 2nd coat paint of internal walls at ground floor and 1st floor
 - Installation of raised floor at ground floor
 - Installation of stair handrails and balustrades
 - Priming
 - Primer, 1st and 2nd coat painting of external walls
 - Cleaning
 - MEP final fix
 - O&M Building:
 - Fixing of wash basin at Tea kitchen
 - MEP final fix and testing
 - Cleaning
 - Vehicle Service Building:
 - MEP 2nd fix
 - 2nd coat paint of internal walls and external walls
 - Wall primer, 1st and 2nd coat paint of external walls
 - Application of epoxy resin paint on floors
 - Security Building:
 - Final paint for internal walls and ceiling
 - 1st coat paint of external walls
 - MEP final fix and testing
 - Exit Building:
 - Installation of lowered ceiling at toilets
 - Painting of external wall plinth and backfill
 - Priming and 1st and 2nd coat paint on stair case building inner walls
 - Installation of stair handrails and balustrades
 - MEP 2nd fix

- Utility building:
 - 2nd coat paint of internal walls
 - Primer, 1st and 2nd coat painting of external walls
 - Painting of external wall plinth and backfill
 - Application of epoxy resin paint on floors
 - MEP works 1st & 2nd fix
- Toll Booths:
 - MEP works
 - Placing of PVC floor
 - Wall primer and 1st coat paint of external walls for Toll Booth 1 to 3
 - Concrete surface finishing for external walls of Toll Booths 12 to 15
- Tunnel:
 - MEP works
- Filling Station:
 - Installation of piping and pressure testing
 - Backfilling and compaction
 - Installation of tank covers
 - Installation of rigid pavement
 - Installation of kerbs
- Infrastructure:
 - Installation of remaining power supply system pipes
 - Installation of streetlight foundations and cable ducts
 - Installation of lighting poles
 - Installation of chutes RHS
 - Joint sealing of concrete pavement
 - Setting of kerb stones
 - Grade to formation level of access roads
 - Placing of crushed stone base course layer spraying of prime coat
 - Installation of asphalt binder course

2. Summary of IC No. 35a (April - May 2022):

- Dar and TSL confirms that the permanent works reflected in IPC 35a are executed and is aligned with the programme of works.
- IC No.35a was duly vetted by the Federal Ministry of Works and Housing (The Engineer) and further checked by the Technical Advisor (Dar Al-Handasah Consultants Ltd and TSL Engineering Ltd).
- The amounts as calculated and vetted by the Engineer for this period's permanent works are consistent with the works observed at the site inspection, consistent with the amounts claimed by the Contractor, and consistent with the verification calculations.
- The Interim Certificate IC No.35a shows an amount **(inclusive of 5% VAT) of ₦ 3,842,752,577.47** (Three Billion, Eight Hundred and Forty-Two Million, Seven Hundred and Fifty-Two Thousand, Five Hundred and Seventy-Seven Naira, Forty-Seven Kobo) due to the Contractor (Julius Berger Nigeria Plc.) for the period ending May 2022.
- The FMWH has relied on the cumulative amounts for the permanent works, certified in IC 34, as the basis for calculating the cumulative amounts in IC 35a and hence the amounts due for the permanent works in IC 35a.
- The difference between the amount certified by the Federal Ministry of Works and Housing (The Engineer), and the amount recommended by the Technical Advisor (Dar Al-Handasah Consultants Ltd. and TSL Engineering Ltd.) for IC 35a comes from the followings:
 - VAT revision from 5% to 7.50%;
 - Excluding the amount certified in Bill No.1 totaling ₦1,934,075.00 (excl. VAT)
- Therefore, Dar and TSL considers that the amount **(inclusive of 7.5% VAT) of ₦ 3,932,167,555.83 (Three Billion, Nine Hundred and Thirty-Two Million, One Hundred and Sixty-Seven Thousand, Five Hundred and Fifty-Five Naira, Eighty-Three Kobo)** is due for payment to the Contractor for IC No.35a.

END



Innovation. Efficiency. Integrity.

Federal Ministry of Justice

Final Report on Independent Audit of the Management of
Certain Forfeited Assets

May 2025



The Managing Director,
Nigerian Sovereign Investment Authority
The Clan Place, Second floor,
Plot 1386A, Tigris Crescent Maitama,
Abuja, Nigeria.

Dear Sir/Ma

RE: Final report on the Independent Audit of the Management of Recovered Assets as at 31 March 2025

We appreciate the opportunity given to us to perform the independent audit of certain forfeited assets repatriated from the United States of America to the Federal Republic of Nigeria. We are pleased to submit our report which reflects our assessment of the controls implemented for disbursement of the repatriated funds as at 31 March 2025.

It should be noted that the observations or matters raised in this report are only those which came to our attention during our review of the fund accounts maintained for the recovered assets by the fund administrator.

Thank you for the opportunity to work with you on this project. We look forward to other opportunities to add value to your business.

Yours faithfully,

For: Deloitte and Touche



Ibukun Beecroft

Partner, Risk Advisory

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1. Background, Objectives and Scope

1.1 Background

The Federal Republic of Nigeria (FRN) and the United States of America (USA) signed an agreement to return Certain assets were forfeited from a bank account domiciled in the Bailiwick of Jersey by the judgement of a United States (US) District Court for the District of Columbia. These assets were transferred to the Government of Nigeria (GON) for the disposition and management for the benefit of the people of Nigeria.

Under this collaboration, the forfeited assets amounted to US\$308 million (exclusive of US\$10 million, representing costs and expenses incurred by Jersey and the US Department of Justice during the recovery of the Recovered Assets) and additional recovered funds were received (*see details in appendix 3*). The assets are to be utilised by the GON exclusively for the purpose of funding segments of the infrastructure projects below:

- The Lagos to Ibadan Expressway
- Abuja to Kano Road
- Second Niger Bridge

Article 8 (A) – (Monitoring of the project) of the trilateral agreement signed by the representatives of the GON, Bailiwick of Jersey and Government of US required the engagement of an Independent Auditor to audit the utilization of the forfeited asset funds. Based on this, Deloitte was appointed as the independent Auditor to audit the utilization of the funds from the recovered assets.

1.2 Objective

The objective of this engagement is to review all uses of the Recovered Assets, the Nigeria Sovereign Investment Authority (NSIA) Designated Account, and compliance with the terms of the Agreement including:

- All disbursements and expenses from the NSIA Designated Account.
- Where treasury management income is generated by the NSIA, the sources of income and application of generated income which are expected to be applied to the Projects; and
- Internal control policies and processes which govern the NSIA Designated Account.

1.3 Scope of Work

- Verify the accuracy of all disbursements, expenses and income reported by the NSIA in the period under review and ascertain whether they are supported by due authorisation and other supporting documents and do not cover any ineligible expenditures as defined by the Agreement.
- Annually certify that the internal accounting and management controls are adequately designed and working effectively as designed to reasonably assure the fair presentation of

consolidated financial statements in accordance with generally accepted accounting principles so that the reports and financial information are free from material misstatement, whether due to fraud or error.

- State in the report any limitations encountered during the review which may affect the audit opinion.
- Express an opinion regarding whether all disbursements were:
 - in conformity with the approved project budgets/process for managing variations to budget and timelines.
 - for the approved purposes of the Projects.
 - in compliance with the relevant regulations and rules, policies and procedures governing the management of the funds in the NSIA Designated Account as well as the terms of the Agreement.
- Generate quarterly reports and an annual project report.
- Respond to enquiries by the Monitoring Team as well as the Implementing Authorities for the Bailiwick of Jersey and the Government of the United States of America or their authorized representatives or advisors.
- Attend meetings of the Monitoring Team set up under Article 8 of the Agreement.
- Prepare and provide a final report to the Monitoring Team, the Monitoring CSO(s) and the Competent Authorities of all Parties.
- In addition, the NSIA Designated Independent Auditor shall prepare a report similar to a management letter that covers the internal control weaknesses identified during each quarterly review and the audit recommendations to address them.

2. Detailed Report

2.1 Overview

- The Deloitte team carried out a review of all disbursements, expenses and investments made by NSIA using the recovered funds for the period between January 2021 and March 2025.
- Management Account for the Presidential Infrastructure Development Fund (PIDF) funds was prepared in line with International Financial Reporting Standards (IFRS) for the month ended 31st March 2025.
- The disbursement process on the recovered assets was reviewed in line with the approved PIDF payment process guideline.
- All disbursements to contractors as of 31st March 2025 were reviewed to ensure relevant supporting documents are in place. Necessary approvals and supporting documents were obtained, documented, and filed for all disbursements, expenses and investments as required in the Trilateral agreement for the period under review.

2.2 Investments

- All fixed deposit investments have been redeemed, and no new investment was undertaken as at 31 March 2025.

2.3 Disbursements

- The Deloitte team carried out the verification of all funds movement in the NSIA Treasury Single Account (TSA). The outflows were reviewed to confirm that they were supported with appropriate approvals and documentation (**See Appendix 1 for details**).
- The Deloitte team carried out the verification of all fund's movement in the NSIA's Citibank and JP Morgan Chase Accounts. The bank statement was reviewed to confirm the transaction in the bank account. There was no transaction in the bank account during the period under review.
- 99% of the recovered asset has been disbursed as at 31st March 2025. The table below details the breakdown of the total amount received and expensed from the PIDF recovered asset:

Total Recovered Funds (N)	Total Disbursement (N)	% Utilisation
155 464 643 906.18	153 877 232 294.71	99%

Description	\$	N	% Cost Utilisation
Recovered Funds (See Appendix 3 for details)	345,513,835.14	129 896 451 340.14	
Foreign Exchange Gain		18 932 770 317.21	
Investment Income as at March 2025		6 635 422 248.83	
Total Inflow		155 464 643 906.18	
Cost Breakdown:			
Payments to Contractors		150 693 442 080.65	96.93%
Technical Partners		1 378 393 758.50	0.89%
Auditor's Fees (See Appendix 4 for details)		105 464 864.04	0.07%
Cleen Foundation		828 253 775.25	0.53%
Other Admin Expenses (See Appendix 4 for details)		871 695 876.26	0.56%
Total Disbursement		153 877 250 354.70	98.98%

Note: Recovered funds were converted at ₦360/\$ in the year 2021, while the Dollar denominated investment income was converted at ₦415/\$. The additional recovered asset of \$10.5m received on the 7th of September 2022, \$20.6m received on the 1st of December 2022 and £2.1m 1st October 2024 was converted at ₦432/\$, ₦445/\$ and ₦1911/£ respectively.

2.3.1 Disbursement to Contractors

The total funds disbursed to the contractors as at 31st March 2025 was ₦150,693,442,080.65 which represents 97% of the total disbursement from the recovered assets. The table below shows the breakdown of the disbursement to each contractor:

Projects	Estimated Allocated Recovered Funds (N)	Total Funds Disbursed (N)	Amount Unutilised (N)	% Completion based on Recovered Funds
Abuja-Kano Road	50,507,655,143.17	53,143,520,442.28	(2,635,865,299.11)	105%
2nd Niger Bridge	50,507,655,143.17	46,242,403,939.14	4,265,251,204.03	92%
Lagos-Ibadan Expr.	50,507,655,143.17	51,307,517,699.23	(799,862,556.06)	102%
Total	151,522,965,429.52	150,693,442,080.65	829,523,348.87	

Note: This includes all relevant taxes accrued on the disbursements to contractors for the projects.

2.3.2 CLEEN Foundation

The total funds disbursed as at 31 March 2025 was ₦ 828 253 775.25 representing 91% of the Budgeted cost allocated to Cleen Foundation from the recovered asset. See below a summary of expenses incurred:

Budgeted Cost per Agreement (N)	Actual Cost Expensed (N)	% Budget Utilisation (N)
909,114,770.18	828,523,775.26	91%

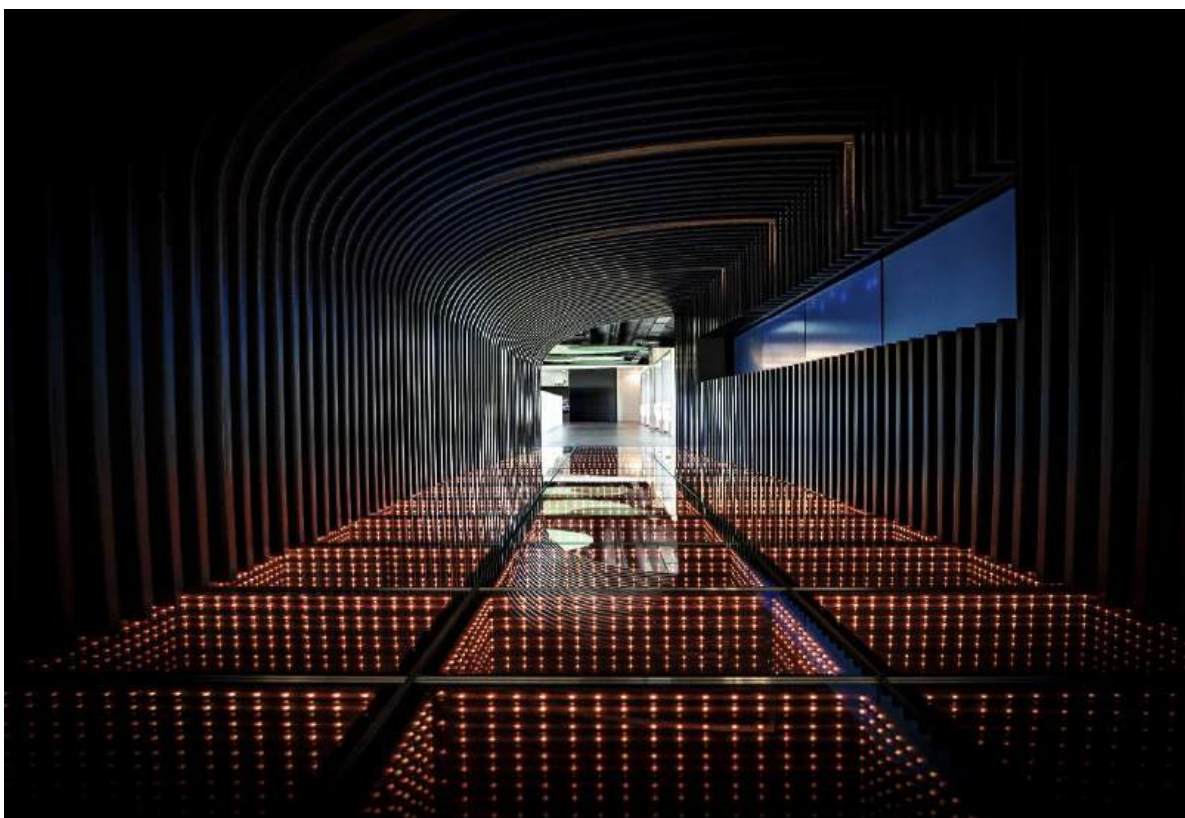
2.3.3 Technical Partners

- Dar Al-Handasah Consultants Ltd and Ondur Engineering Limited were engaged as technical advisors to verify Interim Certificates (IC) and recommend the amount to be disbursed to the contractors. The total disbursement to technical partners as at 31 March 2025 was ₦1,378,393,759.16. The table below shows the total disbursement to each technical partner:

Technical Partner		
	(Dar Al- Handasah) (₦)	(Ondur Engineering Limited) (₦)
Funds Disbursed	897,082,178.29	481,311,580.21

2.4 Summary of Internal Control Assessment

- The management of NSIA has implemented controls and policies to ensure the repatriated funds are disbursed in line recovered assets agreement throughout the disbursement period of January 2021 to March 2025.
- Our assessment of the disbursements of the repatriated funds for the review period, showed that NSIA complied with the laid down policies and procedures governing the managements of the funds remitted and domiciled in the NSIA designated accounts.



3. Appendices

3.1 Appendix 1

Movement in NSIA's TSA Bank account March, 2025

Date	Purpose	Inflows (₦)	Outflows (₦)	Balance (₦)
01-Jan -25	Opening balance			961,660,201.48
27-Jan-25	PIDF Disbursements to JBN NIG PLC on IC 39 2NB & PIDF Payment for TAS on AKR		903 941 906.20	57,718,295.28
29-Jan-25	Proceeds from the sale of \$2million from the Conversion of the £2,062,323	3,083,000,000.00		3,140,718,295.28
05-Feb-25	Proceeds from the sale of \$573408 from the Conversion of the £2,062,323	858,678,480.00		3,999,396,775.28
14-Feb-25	PIDF Disbursement to JBN NIG PLC on IC 65 AKR & PIDF Disbursement to JBN NIG PLC on IC 64 AKR		1,585,100,511.20	2,414,296,264.08
Closing Balance as at 31st March 2025				2,414,296,264.08

3.2 Appendix 2

Movement in NSIA's Citi Bank account for the Month of March, 2025

Date	Purpose	Inflows (\$)	Outflows (\$)	Balance (\$)
01-Jan-25	Opening balance			1,057.17
Closing Balance as at 31st March 2025				1,057.17

Note: The closing rate used in converting the balance in the Citibank Account (\$1057.17) and JP Morgan Account (\$1024.33) for the period ended 31 March 2025, was ₦1536.32/\$ adding ₦1,624,151.42 and ₦1,573,698.67 respectively to the cash balance as at March 2025.

3.3 Appendix 3

Breakdown of the Recovered Funds Received

Date	Description	Inflow Received	FX rate	Amount ₦
13th June 2021	Recovered Funds (\$)	15,000,000.00	@360	5,400,000,000.00
12th August 2021	Recovered Funds (\$)	104,051,638.00	@360	37,458,589,680.00
24th August 2021	Recovered Funds (\$)	192,500,000.00	@360	69,300,000,000.00
2nd November 2021	Recovered Funds (\$)	302,000.00	@360	108,720,000.00
7th September 2022	Additional Recovered Funds (\$)	10 449 167.14	@432	4,514,040,204.48
1st December 2022	Additional Recovered Funds (\$)	20,637,622.00	@444.5	9,173,422,979.00
1st October 2024	Additional Recovered Funds (£)	2,062,323.00	@1911	3,941,678,476.66
	Foreign Exchange Gain			18,932,770,317.21
	Investment Income			6,635,422,248.83
Total				155,464,643,906.18

Appendix 4

Other Administrative Expenses on the PIDF Programme

	N
Finance Charge	781 404.59
Custody Fee	4 527 083.33
Due Diligence	2 630 833.34
Investment Expense	862 505 375.00
Meeting Venue	1 251 180.00
Total	871 695 876.26

Auditors Fees		
Budgeted Cost	Actual Cost expensed	% Budget Utilisation
110,572,240.00	105 464 864.04	95%



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