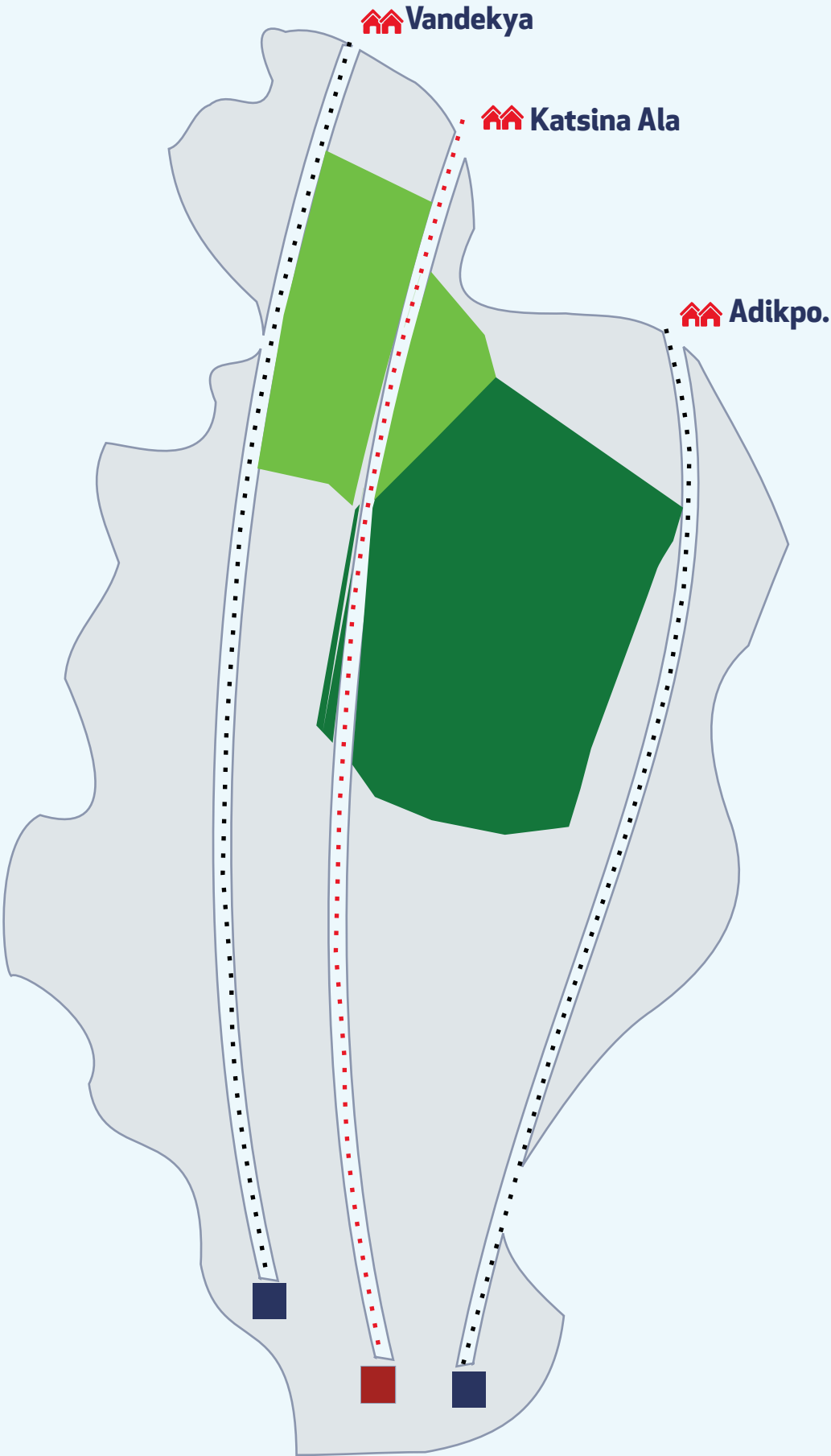


# Economic Alternatives to the **CROSS RIVER-SUPER HIGHWAY**



# Map showing the

- i. Road links from Cross Rivers to Benue
- ii. Intersection of the Super highway with the Rain forest



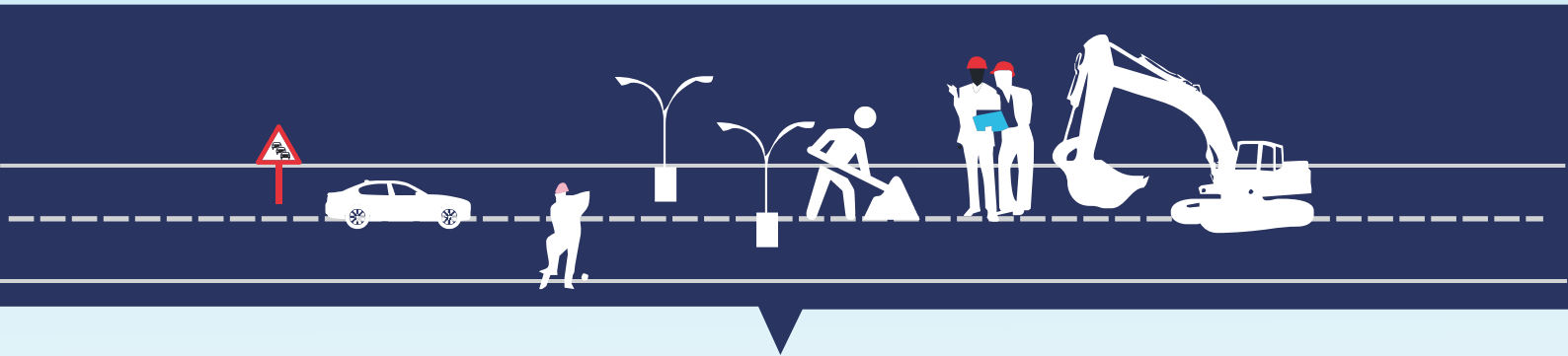
..... Existing roads

..... Proposed Super Highway

Forest area with community settlements

Main Rain forest

# Economic Alternatives to the CROSS RIVER-SUPER HIGHWAY



## HOW FEASIBLE IS THIS PROJECT?

Proposed Projected Cost



**N200bn**

It is an ambitious and expensive project costed at N800bn in Nov. 2015. The cost has since been reduced to **N200 bn** even though the length increased by **10km**.

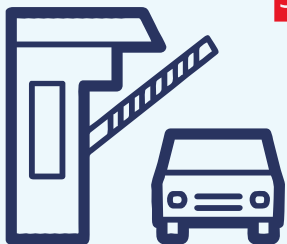


**WHERE IS THE SEA-PORT ?**

The super highway requires a seaport to take goods from Calabar. No funder has even signed up to the construction of the SEAPORT

## WHO WILL PAY BACK FOR THE SUPER HIGHWAY ?

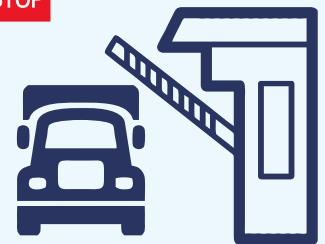
↓ **N1,000/Car**



STOP

**SUPER HIGHWAY TOLL GATE**

↓ **N5,000/Truck**



STOP

**100years**

Even at this high estimated toll fees, it will take **over a 100 yrs** to pay back the cost of construction



This project suffered a **stop work order** from the Federal Government for proceeding without an **Environmental Impact Assessment(EIA)**



Versions of the EIA released by the state government **failed to meet the most basic standards for an EIA** at 3 public hearings

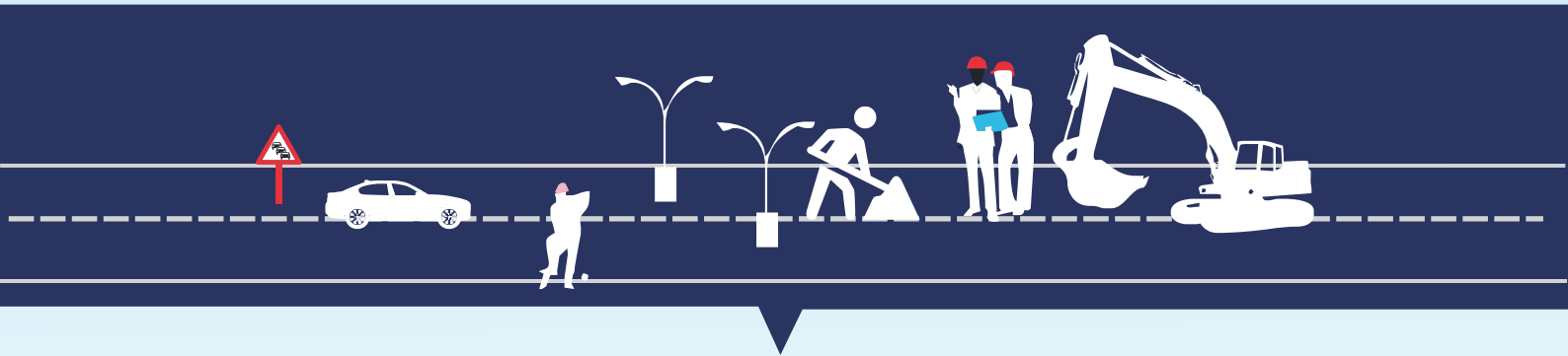
**23**  
CONDITIONS

The Federal Ministry of Environment has since issued an unprecedented **"provisional EIA"** with 23 conditions the State Government must meet to proceed with work.



Building a deep seaport in Calabar is expensive with **continuous dredging**

# Economic Alternatives to the CROSS RIVER-SUPER HIGHWAY



## ALTERNATIVES TO THE SUPER HIGHWAY

### Super Highway



The super highway is a proposed 275km road linking Cross rivers to Benue State and estimated to cost a total sum of N200bn

### Recommended Alternatives

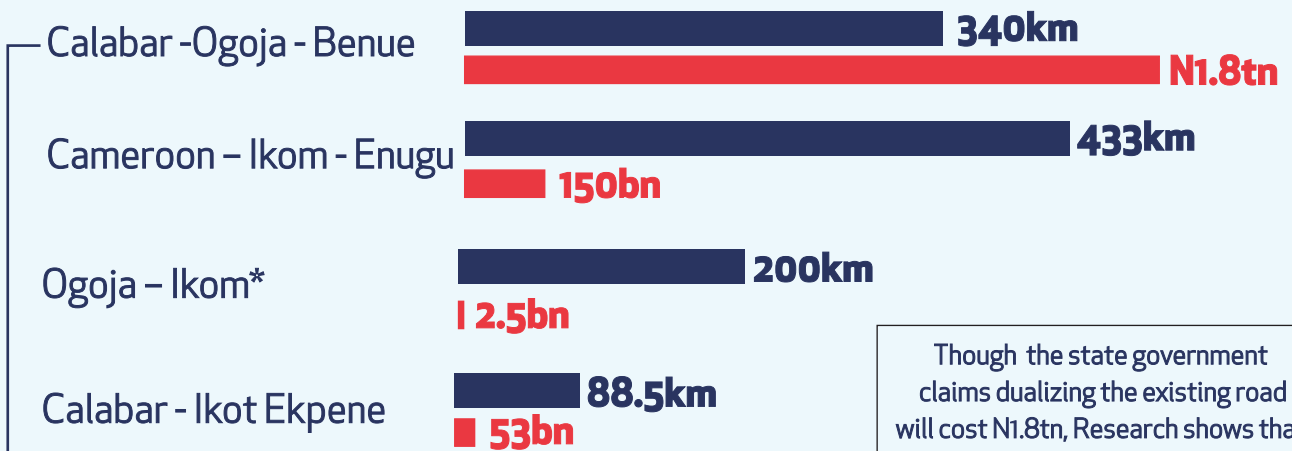
What's the need for a new HIGHWAY ?



The State has 3 roads that link Benue State. Why not fix the existing Federal Highway or push the FG to do so itself?

Cross river state rejected upgrade of existing Calabar- Ogoja- Benue that could have served the same function with the proposed super highway, We question the N1.8 trillion that CRSG alleged will be the cost of upgrading the existing Calabar- Ogoja- Benue road.

### Cost of Highway in Nigeria



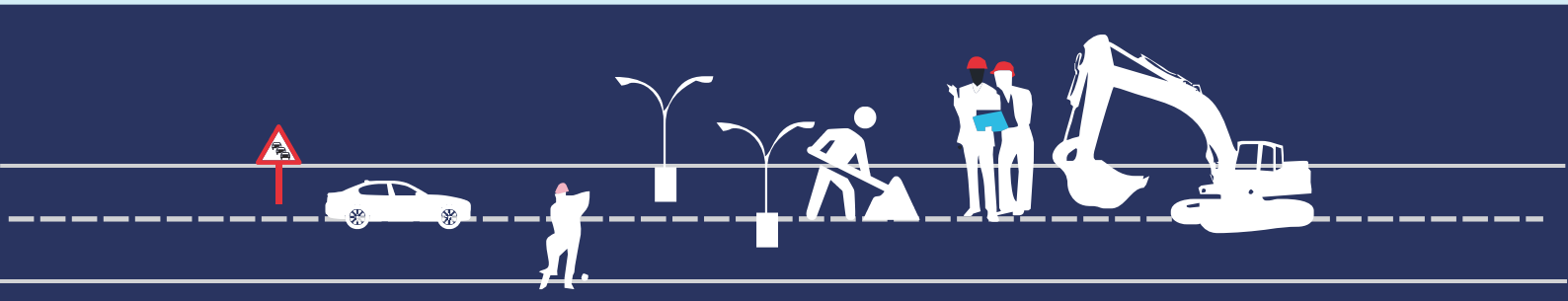
Though the state government claims dualizing the existing road will cost N1.8tn, Research shows that it may cost less than N200bn including compensations



\*The road is at a concluding stage and the specified amount is as captured in the 2017 budget.



# Economic Alternatives to the CROSS RIVER-SUPER HIGHWAY



## Can the Cross Rivers State Governemrnt (CRSG )provide answers?

**How does a longer road become so much cheaper?**

**How can there be only 825 people affected and why is the projected compensation N700m less than N1 m per head.**

**In Compliance with condition number 8 from FMEnv. Is there any detailed resettlement and compensation plan ?**

 **\$115m**

Cross Rivers state has the **4th largest external debt** amongst the 36 states in Nigeria, put at \$115m.



This is partly due to poorly implemented projects such as Tinapa and loss of oil revenue.

**Raising external debt for a project without deep analysis will undermine future state revenues needed to create an enabling living and business environment for present and future generations?**

2017 budget



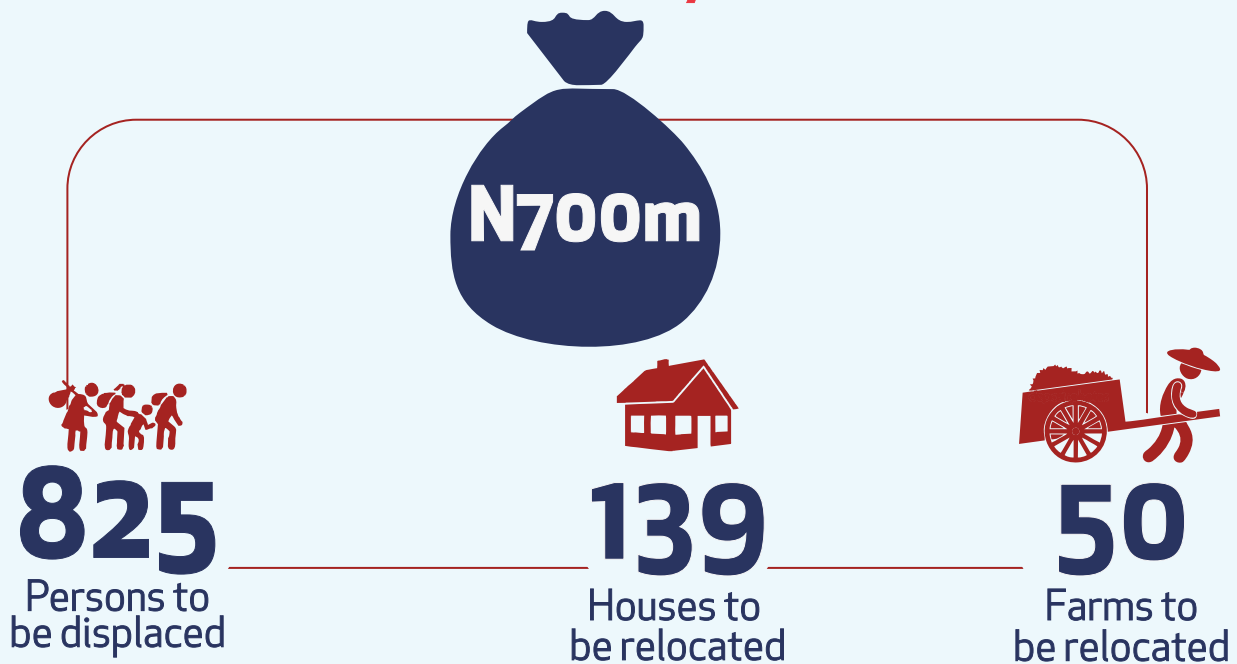
The federal government has **already appropriated funds to fix the existing highway** in the 2017 budget.



The Cross River state government can **work with the Federal ministry of works and NDDC** to upgrade the existing Highway.

# Economic Alternatives to the CROSS RIVER-SUPER HIGHWAY

Why will the State Government budget so little to compensate those affected by the road



This amount is not even sufficient to pay the people estimated to be displaced by the super highway assuming there are about 20 homes per KM Increase the road networks in the rural areas, **Government will need about N8.5bn in compensation**

Meanwhile,

In the 2016 budget, over **N600m** is budgeted by CRSG for Intra-state road construction



Several rural communities have a huge challenge with access to farmlands and markets

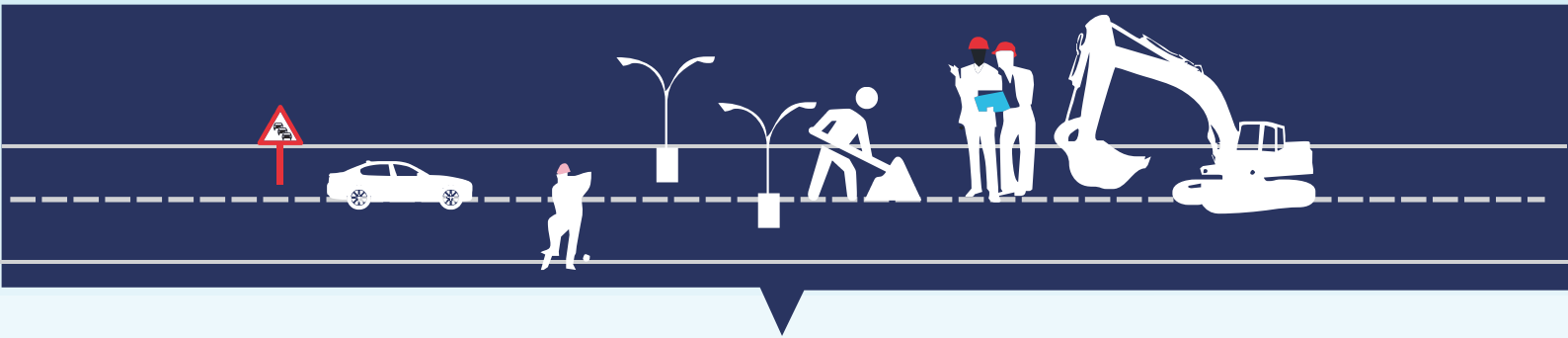


...with the super highway, CRSG will splash 40 billion a year for 5 years on one road and 600million on ALL rural roads,



makes the economic argument for the highway boosting rural farming redundant...

# Economic Alternatives to the CROSS RIVER-SUPER HIGHWAY



**Cross River Govt claims cost of existing Calabar - Ogoja upgrade is N1.8 Trillion. Is this possible?**

**1.8tn**

**1.6tn**

**This is higher than the entire capital allocation as proposed in the 2017 budget for 13 key agencies**

## TOP FG CAPITAL ALLOCATIONS

<p><b>N529bn</b> Power, Works and Housing</p>	<p><b>KEY MINISTRIES</b></p>	
<p><b>N262bn</b> Transportation</p>	<p><b>N150bn</b> Special Intervention</p>	<p><b>N140bn</b> Defence</p>
<p><b>N92bn</b> UBEC</p>	<p><b>N85bn</b> Water Resources</p>	<p><b>N81bn</b> Industry, trade and investment</p>
<p><b>N63bn</b> Interior</p>	<p><b>N61bn</b> Niger Delta Development Commission</p>	<p><b>N51bn</b> Health</p>
<p><b>N50bn</b> Education</p>	<p><b>N37bn</b> FCT</p>	<p><b>N33bn</b> Niger Delta</p>

# Economic Alternatives to the CROSS RIVER-SUPER HIGHWAY



## ECONOMIC ALTERNATIVES TO N220bn

Given that Cross Rivers State can attract investment worth N200bn here are some more viable projects that can be done with the said investment

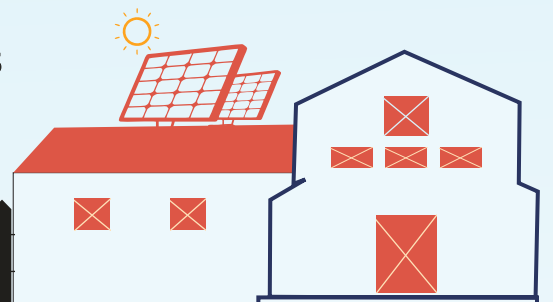
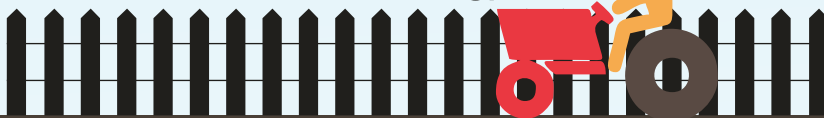
Tinapa Knowledge city... An IT park that takes advantage of kilometers of already existing fibre optic cable and will elevate the city to an IT hub. the south-south geopolitical zone of the country.



this project will now take approximately 700 million to kick off. It is still viable

# N700m

**72** Agric processing hubs spread across each local government powered by renewable energy



Empower  
2000 SMES  
in the state with

# N5m

 Each



