Critical Infrastructure Sector

Rapid 2025 – 2027 MTSS Rollover

Jigawa State Government

September, 2024

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Foreword

The Medium-Term Sector Strategy (MTSS) is designed to reinforce accountability and transparency particularly introducing measures such as public expenditure and financial accountability, equity and transparency through participatory approach in the sustainable budgeting process.

The approaches adopted in the development of MTSS makes it possible to enhance the capacity of sector planning team and various stakeholders who have interest in the sectoral activities.

The MTSS process is based on the Targets set in the CDF II where reasonable progress have been achieved in meeting these targets in the Critical Infrastructure Sector. It is however important to note that Critical Infrastructure is one of the Sectors in the State Development Plan which is the CDF-II in contributing the policy directives of the Jigawa State led by Governor Alhaji Umar Namadi, FCA.

The effort of all and sundries are commendable and having successful developed this important document it is hoped that it implementation would be more focused as achievable to derive the benefits by the people of Jigawa State. This is imperative as the MTSS plan was develop to guide its implementation as well as performance tracking.

Finally, we appreciate the efforts and commitments of present administration for supporting the sector in order to improve the level of Regional, Township and Feeder Roads as well as provision of electricity in all nooks and corners for the improvement of the socioeconomic wellbeing of the people of Jigawa State.

Thank you

Engineer Gambo Barau
Hon. Commissioner

Acknowledgements

I would like to express my wholehearted appreciation to all those that had contributed towards the successful development of the 2025 - 2027 Rapid MTSS Rollover of the Critical Infrastructure sector. It is noteworthy to recognize their contributions Ministry of Budget and Economic Planning for the support and the successful development of this document. Other stakeholders includes the Chief Executives of Jigawa State Roads Maintenance Agency, Fire Service Directorate, Civil Society Organizations which without their support the document would not have been possible, I say thank and God bless you.

The tremendous contribution of the Sector Planning Team from the commencement to the end of the process must be appreciated. I wish to therefore express our gratitude and appreciation to the entire members of the SPT who worked tirelessly towards the actualization of this document. I would also like to recognize the positive contribution of Civil Society Organizations particularly PMP Partner and Nigerian Society of Engineers, Dutse State Branch, for their contribution in coming up with this document. The wonderful contribution and guidance of the Consultant is greatly appreciated.

Finally, I will not conclude without appreciating the support we have been enjoying from the Jigawa State House of Assembly, through the House Committee Chairman of Works and his committee members for the unwavering support and guidance in producing this document.

Thank you all. May Allah reward you abundantly.

QS A. Sani Ahmed
Permanent Secretary

Table of Acronyms

Acronym	Definition
ASPER	Annual Sector Performance Evaluation Report
BEPD	Budget and Economic Planning Directorate
BOT	Building, Operate and Transfer
CBOs	Community Based Organizations
CDF	Comprehensive Development Framework
DIA	Dutse International Airport
DPPMB	Due Process & Projects Monitoring Bureau
FAAN	Federal Airports Authority of Nigeria
HIT	High Tension
ICT	Information and Communication Technology
JIRMA	Jigawa Roads Maintenance Agency
JSG	Jigawa State Government
KEDCO	Kano Electricity Distribution Company
KPIs	Key Performance Indicators
KRAs	Key Result Areas
LT	Low Tension
LGA	Local Government Area
MAKIA	Mallam Aminu Kano International Airport
NAMA	Nigerian Airspace Management Agency
M & E	Monitoring & Evaluation
MDAs	Ministries, Departments & Agencies
MOW&T	Ministry of Works & Transport
MTEF	Medium Term Expenditure Framework
MTP	Medium Term Plan
MTSS	Medium Term Sector Strategy
NGOs	Non-Governmental Organizations
SDSD	State Development Strategy Document
SLGP	State and Local Governments Programmes
SLOGOR	State & Local Governance Reform
SPT	Sector Planning Team
SPR	Sector Performance Review
SSG	Secretary to the State Government

Executive Summary

Critical Infrastructure is one of the Jigawa State Government top priority area in the Comprehensive Development Framework (CDF) for creating and sustaining economic growth and development in the State. Robust and reliable infrastructure is a critical element of conducive business environment and investment climate, and by extension, a necessary condition for an economy to develop and grow. The main components of the sector are identified as Roads & Transport Development; Power Supply; and Information & Communication Technology [ICT] and the Fire Prevention and Fighting Operations. The sector focus on infrastructural development to support the full mobilization of the private and other actors to facilitate a sustain economic growth. While these are critical in building conducive investment climate to trigger pro-poor economic growth, they also provide the necessary springboard for economic empowerment given their high employment, income generation and poverty reduction potentials. Despite the deregulation of the power sector, Government would also continue to support power generation and distribution in the State through encouragement of private sector investment and rural electrification program which are catalyst in transforming the social and economic life of the populace.

The Ministry of Budget and Economic Planning has allocated an indicative sector envelop of N72,678,248,000 comprising of N71,191,770,000 capital Expenditure and N1,486,478,000 (Personnel cost N281,700,000 and Overhead cost N1,204,778,000 for Road Development subsector. The indicative allocation is meant for the financing of priority projects and programmes of the Sector. The total costs were brought within the indicative budget ceilings by prioritizing all projects of the sector, ranked them before assigning the cost by the use specially designed Excel-based Template.

The monitoring and evaluation of the MTSS implementation will be undertaken through the conduct of Annual Performance Review (APER) to assess the level of implementation and the extent of the achievement of results (outputs and outcomes). This will permit as well as inform the next round of MTSS roll-over of the coming medium-term period in term of basis for allocation of indicative ceilings and the rolling over of ongoing projects and other commitments.

While high commitment and political support of the Chief Executive will go a long way in the successful implementation of this MTSS, others critical success factors include: release of funds as at when due, commitment of technical staff, investment in the priority projects, economic stability and fiscal sustainability, security and support of all stakeholders.

Section One: Introduction

The pursuit of inclusive and integrated economic growth and human development strategies has been identified as a major area of focus of the Jigawa State. One of the major strategic priorities in this regard would be the pursuit of policies, projects, and programmes with focus on critical areas that generate inclusive economic growth. It is generally convinced that critical infrastructure plays a very critical role in the quest for integrated and inclusive economic growth. The conduciveness of the business environment and investment climate is largely determined by the robustness and spread of transport infrastructure (particularly roads networks), the effectiveness of power supply and the efficiency of information & communication technology (ICT) in supporting the promotion of a digital economy. Thus, critical infrastructure supports in total economic transformations, which ultimately lead to generating of higher growth rates in the outputs of the 'real sectors' of the State's economy and by implication improve socio-economic development and wellbeing of the people.

Essentially, the Critical Infrastructure Medium Term Sector Strategy (MTSS) emanated from the Sector Policy and the 'Development Blue Print of the State' (Jigawa State Comprehensive Development Framework) for the conducive business environment and investment climate and by extension a necessary condition for the economy to grow. The sector consists of three (3) main components namely: Roads & Transport Development, Power Supply and Information & Communication Technology. The sector is also critical to the attainment of Sustainable Developments **Goal 7** (Ensure access to affordable, reliable, sustainable and modern energy for all), **Goal 8** (Promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all) and **Goal 9** (Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation).

1.1 Background

Jigawa is a typical rural state; challenged by poor and emerging infrastructure and social facilities. The geographical location of the Jigawa State lies between Latitudes 11°N to 13°N and Longitudes 8°E to 10.15°E. Bordered Kano and Katsina States to the west, Bauchi State to the east and Yobe State to the northeast. To the north, Jigawa shares an international border with Republic of Niger.

Critical Infrastructure and Roads in particular has received significant progress in the recent times with over 4,000 kilometres of tarred road networks coverage through sustained public sector spending. It is obvious to say that all the 27 Number Local Government Headquarters of the State have a good road network which were directly linked with other Local governments and the State Capital. Construction of rural feeder roads has also received a renewed attention. There is absolutely a good political commitment in responding to public demands which is largely responsible for the progress that has been recorded.

1.2 Summary of the Rapid MTSS Rollover Process

The 2025-2027 MTSS rollover process of the sector was conducted to ensure that the Critical Infrastructure outputs contribute to achievement of overall policy objectives of Jigawa State Government. The MTSS was adopted by the sector for the purpose of translating the long-term goals contained in the State Comprehensive Development Framework (CDF) and ultimately implementable in an annual budget.

The process started with the review of high-level policy documents which was followed by sector situation analysis was also conducted to give the real picture of the Sector. The strategy session was then conducted; the Sector's mission and vision were refined likewise the objectives and programmes that will pursue in the medium term against the background of existing high-level policy documents were discussed and adopted. It also covered projects development, projects prioritization, scoring and ranking as well as projects costing considering the resource envelop of the sector.

The MTSS was then document by using standard documentation format, after which validation session was conducted to finalize the document.

1.3 Role of the SPT and Membership

Sector Planning Team (SPT) of Critical Infrastructure Sector is responsible for the preparation of MTSS of the sector. That is to say that the Team is the author of the Medium-Term Sector Strategy (MTSS) of sector. The membership of this Team has been drawn from the Ministry of Works & Transport and its Agencies, Ministry of Energy and Power and its Agency, Galaxy ITT, as well as the representative of Nigerian Society of Engineer and Sector Desk Officer from Ministry of Budget & Economic Planning. The role of SPT is a highly demanding job; requiring optimum competence; and dedication and technical know-how.

The SPT is responsible for carrying the whole MTSS rollover process. The process started with a meeting at Ministry's conference hall and reviewed membership of the planning team. The meeting also reviewed the objectives, Programmes and key initiatives. The process continued with another meeting with the consultant where the work done by the team was reviewed. This was followed by series of other meeting supported by Ministry of Budget & Planning. The MTSS process continue with the guidance of Sector Desk Officer and the consultant.

Membership of Sector Planning Team (SPT) comprise the following:

S/No.	SECTOR PLANNING TEAM	MEMBERSHIP
1	Hon. Commissioner Ministry of Works	Chairman
2	Permanent Secretary Ministry of Works	Member
3	Director Civil Ministry of Works	Member

4	Director Fire Service Directorate	Member
5	Director Roads Traffic Ministry of Works	Member
7	Deputy Director Civil, Ministry of Works	Member
8	Director Engineering, Ministry of Works	Member
9	Director Electrical, Ministry of Works	Member
10	Managing Director JIRMA	Member
11	Executive Secretary, REB	Members
12	Director Administration & Finance, Works	Members
13	Representative of Budget & Planning	Member
14	DPRS, Ministry of Works	Secretary

Section Two: Sector Strategy and Policy in the Medium Term

2.1 Overview of Sector's Institutional Structure

The Sector comprises of Ministry of Works and its Agencies which include Directorate of Fire Service and Jigawa Roads Maintenance Agency; Ministry of Energy and Power and its Agency (Rural Electricity Board) and Galaxy ITT which is not covered in this process while Nuhu Muhd Sunusi Airport is in process of taking over by Federal Ministry of Aviation. There are some other government agencies that has stake in the sector which are considered in the cross-cutting issues. These include Ministry of Lands and Housing, Ministry of Environment, Ministry of Water Resources, etc.

2.2 Sector's Institutional Mandate

Ministry of Works & Transports:
The Jigawa State Ministry of Works and Transports is a policy making body for the agencies under its jurisdiction – JIRMA and Directorate of Fire services. It also undertakes the following responsibilities:

- Construction and rehabilitation of roads network and its related infrastructure across the State. These include Township roads, Dutse Capital roads network, feeder roads and regional roads.
- Maintenance of roads network and its related infrastructure across the State and hire services of road construction machineries and equipment.
- Provision of technical support and assistance to government Agencies and Local Governments in roads project design & implementation.
- Development and implementation of State Transportation Policy.

- Formulate and enforce traffic rules and regulations towards the safety of lives and property of the people.

Rural Electricity Board

- Generate, transmit, distribute and sell electricity either in bulk or to individual consumers in the rural areas of the State (where KEDCO does not presently maintain its services).
- Construct, reconstruct, maintain and operate electricity generating stations, transmission lines, transformer stations and all works necessary for the provision of electricity
- The manufacture, provision, sale, letting or hire, connection, maintenance, repair or removal of any electric lines, fittings, apparatus for which electricity can or may be used.
- The maintenance of shops and showrooms for the display, sale and hire of electrical equipment of all kinds.

- The advertisement of such electrical equipment whether by way of demonstration, exhibition or otherwise.

Galaxy ITT

- Revenue generation through the provision of ICT services.
- Provision of access to Internet services;
- Training and development of ICT professionals;
- Provision of rural telephony within the state
- Carry out any other functions as may be assigned by the Governor of Jigawa State.

Directorate of Fire Service:

- To extinguish, control and prevent;
- Rescue victims during an emergency;
- To save life and protect property;
- To carry out other humanitarian works as may be required of them under the supervision of the Honorable Commissioner.

Jigawa Road Maintenance Agency (JIRMA)): Mandates of JIRMA includes:

- Rrehabilitation and maintenance of all State roads;
- Rehabilitation and maintenance of bridges and culverts;
- Any other responsibilities that may be assigned by the Honorable Commissioner of Works.

Overall mandate, Vision and Mission of the sector

The overall mandate of the Critical Infrastructure Sector is to develop a robust and reliable infrastructure for the socioeconomic development of Jigawa State.

VISION

To become a modern society with state of art transportation and power infrastructure that would promote socioeconomic advancement of the State

MISSION

To raise the standard of living of the Jigawa State citizens by construction and maintenance of roads, power and airportbe ensure and also maintain a viable, efficient and effective road transport system in the State

The sector is made up of several policy objectives which include:

- To provide good road network in order to facilitate and enhance socioeconomic development of the State;
- To ensure access to affordable, reliable, sustainable and modern energy for all Jigawa State citizens;
- To develop an effective and reliable ICT infrastructure;
- To build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation;
- To ensure the safety of lives and properties against fire, water and road traffic accidents across the State;
- To facilitate access to safer road, water, rail and air transportation to various destinations within and outside the State

2.3 Links between Sector's Mandate and CDF II

The State level goals and policy objectives of the Jigawa State Critical Infrastructure Sector are all derived from State Ccomprehensive Development Framework (CDF). It is also in line with the policy objectives of the Federal Ministry of Works & Transport. The linkages are both generic is purposeful and this will greatly contribute towards the achievement of objectives contained in 2025-2027 MTSS of the sector.

2.4 Sector's Objectives, Programme, and Outcome deliverables

Sector Objectives	Programme	Strategies	Outcome Deliverables
To provide good road network in order to facilitate and enhance socioeconomic development of the State;	• Construction of paved (asphalt) roads • Upgrading of existing surface dressed roads with asphalt overlay • Construction of rural feeder roads • Construction of township	• Sustained public sector funding • Cost-sharing between State and LGs • PPP	Economic activities in the state improved
To facilitate access to safer road, water, rail and air transportation to various destinations within and outside the State.	• Maintaining of State roads, Rural feeder roads and Township roads	• Sustained public sector funding • Direct labour	Access to safer roads and air transportation facilitated
To ensure access to affordable, reliable, sustainable and modern energy for all Jigawa State citizens (SDG7);	• Provision of Electricity in Towns and Villages across the state • Maintenance of existing infrastructure	• Partnership with the LGs, KEDCO and communities. • Involvement of private investors in generation. • Disposal of IPP • Joint rehabilitation and maintenance with KEDCO.	Economic activities in the state improved
To develop an effective and reliable ICT infrastructure.	• Renovation of Network Operation centre • Network Optimization • MDAs Connectivity 2nd Phase • Metropolitan fibre optic cable network	• Sustain PPP funding • Repositioning of Galaxy ITT based on its business plan focusing on equipment upgrade • Explore the possibility of private sector investment and partnerships	ICT infrastructure developed
To prevent and control fire outbreak and related emergency to save the lives and properties of people	• Fire outbreak prevention • Control of Fire outbreak and Rescue operations	• Awareness on fire outbreak • Firefighting and rescue operations	Fire outbreak and other related emergencies prevented and controlled

Section Three: The Development of Sector Strategy

3.1 Outline Major Strategic Challenges

Below are some of the identified challenges facing the Critical Infrastructure sector and the proposed strategies to be followed for their mitigation in the 2025 - 2027 MTSS rollover process

S/N	Identified Challenges	Strategies for their Mitigation
1	Perennial flooding leading to collapse of roads and bridges	Provision of adequate hydraulic structures during design
2	Haulage distance for laterite	Creating alternative route to closer source of laterite material
3	High axial loading on the road	Enforcement of Traffic Law to check against overloading
4	High political commitment which could not be supported by limited resources	Prioritization of needs base on the projected resources
5	Limited capacity for the State Roads Maintenance Agency in terms adequacy of modern roads maintenance equipment	Procure adequate and modern roads maintenance equipment
6	Windstorm damages to electrical poles	Use of high-quality poles and reduction of span length
7	Limited energy available from the grid	Facilitating of investors for the take-off of solar projects
8	Unresolved issues between solar investors and Federal Government	State Government to intervene
9	None existence of ICT policy in the State	Adoption of the National ICT Policy
10	Obsolete ICT equipment	Procurement of modern ICT equipment

3.2 Resource Constraints

The provision of Infrastructure is capital intensive venture that requires a huge budgetary provision from the government. With the effort and commitment of the government in the provisions of roads, electricity, adequate allocation is needed in the 2025-2027 MTSS considering number of ongoing projects which need to be completed and the take up of new ones which the government is committed to undertake in all nooks and corners of the state to improve socio-economic wellbeing of the people.

The summary of the 2022 & 2023 budgeted and actual expenditure data, and the ongoing implementation of 2024 budget and its implementation progress for the second quarter of the year, for the two subsectors, are shown below:

Roads and Transport Subsector

Table 1: Summary of 2022 Budget

Item	Approved Budget (N)	Amount Released (N)	Amount Released as a % of approved	Variance
Personnel Cost	303,612,000	282,018,622	93%	21,593,378
Overhead Cost	3,882,400,000	3,014,555,316	78%	867,844,684
Capital Expenditure	21,712,200,000	19,997,970,165	92%	1,714,229,835
Total	**25,898,212,000**	**23,294,544,103**	**90%**	**2,603,667,897**

From the table above, it shows that the implementation of the sectoral projects and programmes including recurrent aspect has reached 90%. While personnel cost and capital expenditure had 93% and 92% performance respectively, overhead cost has a performance of 78%.

Table 2: Summary of 2023 Budget

Item	Approved Budget (N)	Amount Released (N)	Amount Released as a % of approved	Variance
Personnel Cost	285,460,000	247,131,326.00	87%	38,328,674
Overhead Cost	4,054,950,000	3,710,238,583.51	91%	344,711,416
Capital Expenditure	41,936,500,000	32,275,681,310.44	77%	9,660,818,690
Total	**46,276,910,000**	**36,233,051,220**	**78%**	**10,043,858,780**

As indicated in table 2 above, the overall performance for the Roads & Transport subsector for the 2023 fiscal year stood at 78%. Going by different aspects of the budget, it showed that personnel cost has 87%, overhead cost reached 91% while capital expenditure has a performance of 77%.

Table 3 Summary of 2024 Budget (2nd Quarter Implementation Report)

Item	Approved Budget (N)	Amount Released (N)	Amount Released as a % of approved	Variance
Personnel Cost	267,314,000	60,418,032.49	23%	206,895,968
Overhead Cost	354,360,000	8,810,139.88	2%	345,549,860
Expenditure	38,748,977,000	881,645,028.36	2%	37,867,331,972
Total	**39,370,651,000**	**950,873,201**	**2%**	**38,419,777,799**

The overall implementation level of 2024 budget as at the second quarter, as shown in the table on page 17, was 21%. It also indicated that personnel cost has 23%, overhead cost 46% and capital expenditure was at 20%.

Power and Energy Subsector

Table 4: Summary of 2022 Budget

Item	Approved Budget (N)	Amount Released (N)	Amount Released as a % of approved	Variance
Personnel Cost	87,401,000.00	83,685,014.28	96%	3,715,986
Overhead Cost	306,000,000.00	218,365,336.25	71%	87,634,664
Capital Expenditure	1,111,000,000.00	1,100,000,000.00	99%	11,000,000
Total	**1,504,401,000**	**1,402,050,351**	**93%**	**102,350,649**

Table 5: Summary of 2023 Budget

Item	Approved Budget (N)	Amount Released (N)	Amount Released as a % of approved	Variance
Personnel Cost	25,005,000	24,092,464.95	96%	912,535
Overhead Cost	596,375,000	536,594,290.78	90%	59,780,709
Capital Expenditure	955,000,000	545,349,144.54	57%	409,650,855
Total	**1,576,380,000**	**1,106,035,900**	**70%**	**470,344,100**

Table 6: Summary of 2024 Budget (3rd Quarter Implementation Report)

Item	Approved Budget (N)	Amount Released (N)	Amount Released as a % of approved	Variance
Personnel Cost	29,027,000	18,380,395.84	63%	10,646,604
Overhead Cost	650,000,000	907,420,991.83	140%	-257,420,992
Capital Expenditure	4,750,000,000	555,898,058.90	12%	4,194,101,941
Total	**5,429,027,000**	**1,481,699,447**	**27%**	**3,947,327,553**

3.3 Observations and Suggestions for Improvement

The following are the key observations and suggestions:

1. The annual MTSS rollover process should be undertaken in good time to reduce the workload of MTSS preparation and annual budget preparation process. It suggested that the timeline of Generic budget calendar should guide each process.

2. The strategy session is an important session in the preparation of MTSS as such each year their training should kick start the process. This will improve their capacity as well as give room for timely completion of the MTSS document.

Section Four: Rapid Projects Costing

4.1 Description of Projects Costing Process

The MTSS projects were costed using the Activity Based Costing (ABC) system for both new and existing projects. The costing is done by the use of Excel-based costing template which is scientifically designed to calculate the cost of the project taking into cognizance the number of units and the cost per unit. Before the costing, projects were prioritized and ranked to match them with limited resource envelop provided by the Ministry of Budget and Economic Planning. The cost of the MTSS for the Sector was determined by the aggregated cost of capital projects proposed by the Sector MDAs. The cost is then disaggregated and apportioned across the medium-term period of three years (2025 - 2027) of the MTSS.

4.2 Specification of Budget Ceiling and Fitting of Projects into Indicative Budget Ceiling

The sector envelops for the two (2) subsectors (Roads & Transport and Power and Energy) was issued separately by the Ministry of Budget and Economic Planning.

The 2025 portion of sector indicative envelop for the Road & Transport subsector component of Critical Infrastructure is shown below.

Sector Indicative Envelop

Org. Codes	Organzations	Sector	2025 Recurrent Projections		Sectoral Allocation (Capital)	Total 2025 Sector Allocation
			Personnel	Overhead		
	Critical Infrastructure Sector		281,700,000	1,204,778,000	71,191,770,000	72,678,248,000
023400100100	Ministry of Works & Transport		169,000,000	1,179,618,000		
023400400100	Jigawa Roads Maintenance Agency		16,900,000	15,560,000		
023400900100	Fire Service Directorate		95,800,000	9,600,000		

As for Power and Energy subsector component, the indicative envelops for the 2025 comprising of both recurrent and Capital stood at N4,861,320,000. Specifically, the recurrent expenditure - personnel cost has N36,000,000 and overhead cost got N623,600,000 while capital expenditure has a total of N4.201,320,000. The breakdown of the envelop is shown in page 20.

Sector Indicative Envelop						
Org. Codes	Organzations	Sector	2025 Recurrent Projections		Sectoral Allocation (Capital)	Total 2025 Sector Allocation
			Personnel	Overhead		
	Power and Energy Sector		36,000,000	623,600,000	4,201,720,000	4,861,320,000
023100100100	Ministry of Power and Renewable Energy		-	20,000,000		
023100200100	Rural Electricity Board		29,000,000	600,000,000		
023100300100	Alternative Energy Agency		7,000,000	3,600,000		

4.3 Output of the Projects Costing Process

The result of the project costing template is attached as Appendix II.

4.4 Observations and Suggestions for Improvement

The key observation and suggestion for improvement is that most of the projects of the Sector are ongoing in nature and their completion periods are within the medium-term plan that is three-year plan. However, due to the capital-intensive nature of the projects all commitments should be treated with caution to avoid expending the projects beyond manageable limit.

Section Five: Rapid Projects KPIs

5.1 Description of the Projects Results Framework

The sector initiatives were used in populating the framework, the costing templates and the KPIs template. For each of the project identified, they were planned in such a way that more expected output and expected outcomes would be achieved to improve the socio-economic condition of the people.

5.2 Output of the Projects Result Framework

The results of the project KPI's template is not attached in the Appendix because of insufficient data.

5.3 Observations and Suggestions for Improvement

The KPIs template gives details information on the sectors milestones which indicate the current situation and the target to be achieved for each of the projects. Thus, it is suggested that achievable targets should be set base on the available resources for implementation.

Section Six: Conclusion

6.1 What Went Well with the Rapid MTSS Rollover Process

The support of Jigawa State Government and Ministry of Budget and Economic Planning is appreciated for ensuring successful deliberation. The commitment and dedication of the participants, who are the SPT members, and the support of policy-makers of the sector during the MTSS Rollover process is very much appreciated.

6.2 What Did Not Go So Well with the Rapid MTSS Rollover Process

The key challenge associated with the process is the time constraints. The timeline given to develop the document after issuing the Call Circular is limited. The refresher training was not adequately conducted to enhance the capacity of SPT members.

6.3 Key Lessons from the Process and Their Implications for Our Sector/MDA

The capacity building of the SPT is an important aspect of MTSS Rollover process. This is moreso with consideration of number of competent and experienced staff who are exiting for retirement. The more the capacity building of SPT members on MTSS Rollover Process the better the MTSS development and the implementation of succession plan.

Appendix Ia - Projects Assessment and Prioritization of Road & Transport Subsector

	Critical Infrastructure Medium Term Sector Strategy (MTSS) 2025 - 2027				MDA: Ministry of Works & Transport									
Project Code	Project Name	Project's Contribution to State Development Plan Objectives					Project Status (Ongoing = 3; New = 1)	Likelihood of completion not later than 2027 (2025 = 3; 2026 = 2; 2027 = 1; Beyond 2027 = 0)	Nature of Project (Developmental = 3; Administrative = 1)	Total Score	Project Ranking	Physical Location: Local Government/ Statewide	Project Status (Ongoing/ New)	Timelines	
		Pursue the provision of critical infrastructure in a manner that would ensure even	Ensure access to affordable, reliable, sustainable to both conventional and renewabl	Facilitate easy access to effective and efficient ICT infrastructure and services.	To ensure the safety of lives and properties against fire and water	To ensure effective maintenance of existing critical infrastructure, particularly roads and								Project Commencement Year	Expected Year of Completion
020301	Upgrading Of Rural (Feeder) Roads	3	0	1	0	0	3	1	3	11	1	State Wide	Ongoing	2023	2027
020306	Limawa - Warwade - Jidawa - Sakwaya - Dutse Road	3	0	1	0	0	3	1	3	11	1	Dutse	Ongoing	2023	2027
020314	Kijawal - Dabi Road	3	0	1	0	0	3	1	3	11	1	Ringim	Ongoing	2023	2027
020318	Girimbo - Gantsa - Sara Road	3	0	1	0	0	3	1	3	11	1	Buji	Ongoing	2023	2027
020324	State Capital Road Networks	3	0	1	0	0	3	1	3	11	1	Dutse	Ongoing	2023	2027
020325	Construction of Township Roads	3	0	1	0	0	3	1	3	11	1	State Wide	Ongoing	2023	2027
020328	Feeder Roads Project	3	0	1	0	0	3	1	3	11	1	State Wide	Ongoing	2023	2027
020334	Ringim - Facawa - Doko Road	3	0	1	0	0	3	1	3	11	1	State Wide	Ongoing	2023	2027
020335	Kwanar Kuka - Tafa Road	3	0	1	0	0	3	1	3	11	1	State Wide	Ongoing	2023	2027
020336	Farun Daba - Maitsani - Ba'auzini - Kafin Chiroma - Gallu Babba - Gallu Karama - Karkarna Bye Pass Road	3	0	1	0	0	3	1	3	11	1	State Wide	Ongoing	2023	2027
020337	Gwaram - Basirka Road	3	0	1	0	0	3	1	3	11	1	Gwaram	Ongoing	2023	2027
020338	Hadejia - Garun Gabas Road	3	0	1	0	0	3	1	3	11	1	State Wide	Ongoing	2023	2027
020339	Maigatari - Babura Road	3	0	1	0	0	3	1	3	11	1	State Wide	Ongoing	2023	2027
020341	Arbus - Girbobo - Garin Bukar Road	3	0	1	0	0	3	1	3	11	1	State Wide	Ongoing	2023	2027
020342	Dundubus - 'Yanjaji - Wangara - Gidan Maidaru Road	3	0	1	0	0	3	1	3	11	1	Dutse	Ongoing	2023	2027
020343	Galadi - Turbus - Jarkasa - Kuka Yasku - Jajeri Road	3	0	1	0	0	3	1	3	11	1	State Wide	Ongoing	2023	2027
020344	Kuka Yasku - Malam Abba - Katuka - Garin Kwalandi Road	3	0	1	0	0	3	1	3	11	1	State Wide	Ongoing	2023	2027
020346	Kwanar Idonduna - Kadawawa - Gangawa - Nahuce - Kwanar Olayinka Road	3	0	1	0	0	3	1	3	11	1	State Wide	Ongoing	2023	2027
020347	Upgrading of surface dressing to Asphalt Overlay	3	0	1	0	0	3	1	3	11	1	State Wide	Ongoing	2023	2027

Project Code	Project Name	Pursue the provision of critical infrastructure in a manner that would ensure even	Ensure access to affordable, reliable, sustainable to both conventional and renewabl	Facilitate easy access to effective and efficient ICT infrastructure and services.	To ensure the safety of lives and properties against fire and water	To ensure effective maintenance of existing critical infrastructure, particularly roads and	Project Status (Ongoing = 3; New = 1)	Likelihood of completion not later than 2027 (2025 = 3; 2026 = 2; 2027 = 1; Beyond 2027 = 0)	Nature of Project (Developmental = 3; Administrative = 1)	Total Score	Project Ranking	Physical Location: Local Government/ Statewide	Project Status (Ongoing/ New)	Project Commencement Year	Expected Year of Completion
020347	Upgrading of surface dressing to Asphalt Overlay	3	0	1	0	0	3	1	3	11	1	State Wide	Ongoing	2023	2027
020348	Chuwasu - Chakwaikwaiwa-Zangon Maje Road	3	0	1	0	0	3	1	3	11	1	State Wide	Ongoing	2023	2027
020349	Construction of Roads for the Government Institutions and Others	3	0	1	0	0	3	1	3	11	1	State Wide	Ongoing	2023	2027
020322	Special Roads Routine Maintenance	1	0	0	0	3	3	1	3	11	1	State Wide	Ongoing	2023	2027
020326	Maintenance of Township Roads	1	0	0	0	3	3	1	3	11	1	State Wide	Ongoing	2023	2027
020300	Construction Of Bridges and Major Culverts	3	0	0	0	0	3	1	3	10	24	State Wide	Ongoing	2024	2027
020516	Provision Of Street Lights In Urban Centres	0	3	0	0	0	3	1	3	10	24	State Wide	Ongoing	2023	2027
020517	Dutse Street Lights	0	3	0	0	0	3	1	3	10	24	Dutse	Ongoing	2023	2027
020323	Purchase and Refurbishing Of Roads Construction Plants and Equipment	1	0	0	0	2	3	1	3	10	24	State Wide	Ongoing	2023	2027
020329	Dutse Airport Projects	3	0	1	0	0	3	1	1	9	28	Dutse	Ongoing	2023	2027
020331	State Driving School	3	0	1	0	0	3	1	1	9	28	State Wide	Ongoing	2023	2027
020302	Road and Other Projects Consultancies	2	0	0	0	0	3	1	1	7	30	State Wide	Ongoing	2023	2027
020332	Vehicle Inspection Office Operations	1	0	0	0	0	3	1	1	6	31	Dutse	Ongoing	2023	2027

Appendix Ib - Projects Assessment and Prioritization of Power and Energy Subsector

	Critical Infrastructure Medium Term Sector Strategy (MTSS) 2025 - 2027				MDA: Ministry of Power and Energy										
		Project's Contribution to State Development Plan Objectives												Timelines	
Project Code	Project Name	Pursue the provision of critical infrastructure in a manner that would ensure even	Ensure access to affordable, reliable, sustainable to both conventional and renewabl	Facilitate easy access to effective and efficient ICT infrastructure and services.	To ensure the safety of lives and properties against fire and water	To ensure effective maintenance of existing critical infrastructure, particularly roads and	Project Status (Ongoing = 3; New = 1)	Likelihood of completion not later than 2027 (2025 = 3; 2026 = 2; 2027 = 1; Beyond 2027 = 0)	Nature of Project (Developmental = 3; Administrative = 1)	Total Score	Project Ranking	Physical Location: Local Government/ Statewide	Project Status (Ongoing/ New)	Project Commencement Year	Expected Year of Completion
020102	Maintenance / Upgrading Of Existing Electrification Projects	3	3	1	0	3	3	1	3	17	1	State Wide	Ongoing	2023	2027
020105	Implementation of Renewable Energy Projects	3	3	1	0	0	3	1	3	14	2	State Wide	New	2023	2027
020106	Energy Research and development	3	3	1	0	0	3	1	3	14	2	Dutse	New	2023	2027
020100	New Rural Electrification Projects	3	3	1	0	0	3	1	3	14	2	State Wide	Ongoing	2024	2027
020101	Completion Of Ongoing Electrification Projects	3	3	1	0	0	3	1	3	14	2	State Wide	Ongoing	2023	2027
020516	Provision Of Street Lights In Urban Centres	2	3	1	0	0	3	1	3	13	6	State Wide	Ongoing	2023	2027
020517	Dutse Street Lights	2	3	1	0	0	3	1	3	13	6	Dutse	Ongoing	2023	2027
020109	Housing Estate Electrification Projects	2	3	1	0	0	3	1	3	13	6	State Wide	Ongoing	2023	2027
060115	Bio-Mass and other Renewable Energy Development	2	3	1	0	0	3	1	3	13	6	State Wide	Ongoing	2023	2027
020107	Constructions/Renovations of Energy Infrastructure (Grid and Transmission Lines)	3	3	1	0	0	1	1	3	12	10	State Wide	New	2023	2027
020108	Conversion of Streetlights to Solar Power Energy	2	3	1	0	0	1	1	3	11	11	Dutse	Ongoing	2023	2027
020111	Electrification/Solarizations of Government Instantiations/ MDAs	2	3	1	0	0	1	1	3	11	11	State Wide	New	2023	2027
020104	Electrification Projects Plants and Equipments	1	2	0	0	0	3	1	1	8	13	State Wide	Ongoing	2023	2027

Appendix IIa - Projects Costing of Roads & Transport Development Subsector

		JIGAWA Medium Term Sector Strategy (MTSS) 2025 - 2027			
S/N	**Project Code**	**Project Name**	**Budget Requirement for Plan (N)**		
			2025	**2026**	**2027**
1	020301	Upgrading Of Rural (Feeder) Roads	40,000,000,000	32,000,000,000	37,000,000,000
2	020306	Limawa - Warwade - Jidawa - Sakwaya - Dutse Roa	300,000,000	250,000,000	100,000,000
3	020314	Kijawal - Dabi Road	0	0	0
4	020318	Girimbo - Gantsa - Sara Road	500,000,000	100,000,000	50,000,000
5	020324	State Capital Road Networks	8,000,000,000	4,000,000,000	3,000,000,000
6	020325	Construction of Township Roads	15,000,000,000	13,000,000,000	10,000,000,000
7	020328	Feeder Roads Project	13,000,000,000	10,000,000,000	11,000,000,000
8	020334	Ringim - Facawa - Doko Road	0	0	0
9	020335	Kwanar Kuka - Tafa Road	0	0	0
10	020336	Farun Daba - Maitsani - Ba'auzini - Kafin Chiroma -	4,000,000,000	2,500,000,000	1,000,000,000
11	020337	Gwaram - Basirka Road	0	0	0
12	020338	Hadejia - Garun Gabas Road	5,000,000,000	2,000,000,000	100,000,000
13	020339	Maigatari - Babura Road	7,000,000,000	3,500,000,000	800,000,000
14	020341	Arbus - Girbobo - Garin Bukar Road	7,000,000,000	1,500,000,000	500,000,000
15	020342	Dundubus - 'Yanjaji - Wangara - Gidan Maidaru Ro	3,000,000,000	800,000,000	50,000,000
16	020343	Galadi - Turbus - Jarkasa - Kuka Yasku - Jajeri Road	200,000,000	1,500,000,000	500,000,000
17	020344	Kuka Yasku - Malam Abba - Katuka - Garin Kwalanc	7,000,000,000	1,500,000,000	300,000,000
18	020346	Kwanar Idonduna - Kadawawa - Gangawa - Nahuce	6,000,000,000	2,000,000,000	3,500,000,000
19	020347	Upgrading of surface dressing to Asphalt Overlay	12,000,000,000	8,000,000,000	10,000,000,000
20	020348	Chuwasu - Chakwaikwaiwa- Zangon Maje Road	0	0	0
21	020349	Construction of Roads for the Government Instituti	2,979,000,000	1,800,000,000	1,500,000,000
22	020322	Special Roads Routine Maintenance	11,100,000,000	10,000,000,000	12,000,000,000
23	020326	Maintenance of Township Roads	500,000,000	800,000,000	600,000,000
24	020300	Construction Of Bridges and Major Culverts	2,030,000,000	2,000,000,000	1,200,000,000
25	020516	Provision Of Street Lights In Urban Centres	0	0	0
26	020517	Dutse Street Lights	0	0	0
27	020323	Purchase and Refurbishing Of Roads Construction	200,000,000	300,000,000	200,000,000
28	020329	Dutse Airport Projects	1,500,000,000	1,800,000,000	2,000,000,000
29	020331	State Driving School	150,000,000	200,000,000	250,000,000
30	020302	Road and Other Projects Consultancies	1,500,000,000	1,200,000,000	1,500,000,000
31	020332	Vehicle Inspection Office Operations	100,000,000	150,000,000	180,000,000
Total			**148,059,000,000**	**100,900,000,000**	**97,330,000,000**

Appendix IIb - Projects Costing of Power & Energy Subsector

		JIGAWA Medium Term Sector Strategy (MTSS) 2025 - 2027			
S/N	Project Code	Project Name	Budget Requirement for Plan (N)		
			2025	2026	2027
1	020102	Maintenance / Upgrading Of Existing Electrificatio	1,350,000,000	1,500,000,000	1,200,000,000
2	020105	Implementation of Renewable Energy Projects	200,000,000	250,000,000	300,000,000
3	020106	Energy Research and development	500,000,000	450,000,000	380,000,000
4	020100	New Rural Electrification Projects	1,400,000,000	1,800,000,000	2,100,000,000
5	020101	Completion Of Ongoing Electrification Projects	3,000,000,000	2,500,000,000	1,750,000,000
6	020516	Provision Of Street Lights In Urban Centres	787,000,000	800,000,000	850,000,000
7	020517	Dutse Street Lights	800,000,000	1,000,000,000	950,000,000
8	020109	Housing Estate Electrification Projects	1,000,000,000	1,350,000,000	1,200,000,000
9	060115	Bio-Mass and other Renewable Energy Developme	1,375,000,000	2,000,000,000	1,850,000,000
10	020107	Constructions/Renovations of Energy Infrastructure	4,000,000,000	2,500,000,000	2,000,000,000
11	020108	Conversion of Streetlights to Solar Power Energy	20,000,000,000	16,000,000,000	17,000,000,000
12	020111	Electrification/Solarizations of Government Instanti	691,873,000	850,000,000	1,000,000,000
13	020104	Electrification Projects Plants and Equipments	250,000,000	150,000,000	100,000,000
		Total	**35,353,873,000**	**31,150,000,000**	**30,680,000,000**