

**Monitoring of the Implementation of the Tripartite
Agreement**

**EXECUTIVE SUMMARY
SECOND QUATER REPORT**

September, 2021

EXECUTIVE SUMMARY

During the period covered by the Second Quarter Report (“Reporting Period”), the CLEEN Consortium notes that a significant level of progress has been made since its last visit to the three construction project sites in June 2021. During this Reporting Period, the CLEEN Consortium completed a scheduled and a series of over 20 unscheduled visits to the various project sites. Site visits to the Lagos-Ibadan Expressway, the Second Niger Bridge, and the Abuja-Kano Road were planned and completed between August 15, 2021, and September 25, 2021. In addition, unscheduled visits were undertaken weekly between July 2021 - September 2021 by Stationary Observers who were domiciled in the areas where work was being performed. These Stationary Observers submitted on-the-spot reports through a proprietary CLEEN App.

During our visit to the project offices and sites, workers were onsite, construction activities were ongoing, and each of the project offices appeared to be staffed and operational. The CLEEN Consortium visually observed ongoing construction activities related to the recovered assets. There were simultaneous ongoing construction activities on both sides of the dual carriageway of the Abuja-Kano Road, sections of the Second River Niger Bridge, and the Lagos-Ibadan Expressway. Examples of infrastructure built when we conducted our monitoring activities include but are not limited to the following: Median Barrier, Road Drainage, Main Carriageway, and Remedial Work (road markings, grass planting).

The means and methods used by the EPC Contractors, especially at the Second Niger Bridge, appear to be innovative. For the Second River Niger Bridge, JBN demonstrated good innovation using geotextile technology, given that the secondary road subgrades were weak. This construction method/value engineering has several benefits that include accelerating the construction time, increasing the road lifespan and durability, and reducing the need for frequent maintenance. In addition, the cold recycling method is another value engineering method used on the Abuja - Kano Road by JBN. This method promotes effective cost management.

The EPC Contractors maintain a robust Standard Quality Control/Assessment process for the construction activities and installed products. Based on our observation of ongoing tests of samples taken from a particular site, we believe that the EPC Contractors are following proper collection, delivery, and care standards. Safety is a critical issue that each EPC Contractor appears to pay close attention to. We were impressed by the discussions and emphasis on safety as presented by both EPC Contractors. We observed that workers wear protective gear at each location and use signage, barriers, and high-visibility safety equipment designed to keep them safe. As a practical matter, JBN conducted HSE and

security induction exercises for the CLEEN Consortium and Stationary Observers, after which Personal Protective Equipment was provided to each Stationary Observer.

We have not identified any apparent flaws in the conditions of service of staff employed by the EPC Contractors. The minimum age limit for employment at JBN is 18 years old, while that for RCC is 25 years old. During our site visit, we did not sight underage workers/employees on the project site. Both EPC Contractors have standard employment procedures which require that all employees have contracts and undergo background checks to ascertain if they have criminal records, have been involved in financial misappropriation, or were involved in unethical practices. Both EPC Contractors pay their workers monthly at minimum wages above the Federal Government of Nigeria's approved minimum wage standards of ₦30,000. Workers are contracted to work on an 8-hour day shift with provisions to work overtime when required.

Nothing came to the CLEEN Consortium's attention to suggest that the EPC Contractors were engaged in any corrupt practices within this reporting period. We hope to receive quarterly reports and spend categories aligning with the recovered funds from the EPC Contractors and spend categories aligning with the recovered funds, to enable us perform a fulsome analysis as anticipated in our monitoring workplan. We hope to include a more fulsome analysis of this area in our third-quarter report. We have also begun gathering information about the EPC Contractor's procurement practices which we hope to review and report in our third-quarter report.

There has been an increased level of cooperation between the CLEEN Consortium, the EPC Contractors, NSIA, and the Client. Based on our discussions with the EPC Contractors, visits to the various sites, and the work progress, the projects, as it relates to the use of the recovered assets, appear to be on schedule as of September 2021. The most updated program of works submitted by the contractors shows the completion date for each project as it relates to the use of the recovered assets as:

Project Section	Completion Date
Lagos - Ibadan Expressway	March 2022
Abuja – Kano Road	November 2021
Second Niger Bridge	December 2021



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