The Role of China Civil Engineering Construction Corporation (CCEC) In Infrastructural Development in Lagos and Federal Capital Territory, Nigeria By

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Abstract

Despite huge investment in infrastructure by successive governments in Nigeria, Nigeria still experience huge infrastructural deficit. In a bid to fill the infrastructure deficit gap, Chinese Civil Engineering and Construction Corporation CCECC was preferred among others hitherto existing construction companies owing to its age-long relationship with Nigeria and competitiveness of their contract offers. It is against this backdrop that the study assessed the role of CCECC in Infrastructure Development in Lagos and Abuja, Nigeria. The study adopted qualitative research design and collected data through secondary sources such as journals, textbooks, government publications from Nation Bureau of Statistics, CCECC bulletin and other online materials. The data are analysed through content analysis which permit the study to be structured under different sub-themes Findings revealed that CCECC company was very effective in its operation and operated within global best practice in Nigeria. beyond business, CCECC adequately domestic technology by incessantly training Nigerian engineers on the need to main and sustain the newly built projects and this has led to improved and harmonious China-Nigeria relationship. The study recommended that Government must put efforts in place through the bilateral relation which Nigeria enjoys with China to build its own engineers, train them, and equip them. One such initiative is the department of Railway Technology newly established in University of Abuja. Such gestures must be pursued vigorously.

Keyword: China, Civil Engineering Construction Corporation, Infrastructural Development, Lagos, Federal Capital Territory, Nigeria.

Introduction

Modern infrastructure provision is one of the loud indicators of advancement of any society today. Infrastructure is the blood that keeps any modern society and economy alive ranging from roads, institutions, bridges, airports, seaports, railways, dams, telecommunication facilities and many more. Indeed, the level, quality, and standard of infrastructure of a country is a simple definer of its rating in development or advancement.

A Brookings Report (2015) focusing on how beneficial infrastructure is to any society and economy confirmed that: "Infrastructure enables trade, powers businesses, connects workers to their jobs, creates opportunities for struggling communities and protects the nation from an increasingly unpredictable natural environment". From private investment in telecommunication systems, broadband networks, freight railroads, energy projects and pipelines, to publicly spending on transportation, water, buildings and parks, infrastructure is the backbone of a healthy economy. It also supports workers, providing millions of jobs each year in building and maintenance.

In the 21st century, with China's economic expansion, China and Nigeria's relations have strengthened. China is now competing with developed world not only in the area of trade of goods (exports and imports), services, raw-materials, resources‟ extraction but also in the construction sector in Africa. While the construction and infrastructure sectors have traditionally been dominated by European companies such as Julius Berger, Chinese State-owned Enterprises, such as CCECC are now playing a prominent role after its return to the country in 1995 by President Sanni Abacha who was desperate to seek alternative to western countries relations due to the heavy sanctions imposed on Nigeria by that time.

According to Odediran et al (2012) Julius Berger Nigeria Plc remains the market leader, as it controls a large chunk of public sector construction but with the entrant of Chinese Construction giants however, the dominance of Julius Berger faces significant threat in the long term. For example, China Civil Engineering Construction Company was appointed by the Lagos State Government as the contractor for the Lagos Light Rail Project. CCECC was also awarded the rehabilitation of Lagos-Jebba rail track by the Nigerian federal government.

Today, China exports significantly services in construction projects and its Civil Engineering Construction Company are the major state firm that is engaged in construction services in Nigeria. Since Nigeria returned to democratic rule in 1999, CCECC has been Nigerian government (both federal and state governments) major partner in construction of roads, railway as well as housing.

Since late 1990s, the CCECC has been a key player in the infrastructure sector of Nigeria and has been active, visible, and very prominent in advancing the country's infrastructure. The China Civil Engineering Construction Corporation (CCECC) Nigeria Limited in its 40 years of operation in the country has been a trailblazer. CCECC alone has executed over 120 major infrastructure projects ranging from dams, roads, bridges, railways, schools, government buildings, airports, seaports, oil installations and many others (Emewu, 2021). The increasing number of contracts executed by CCECC, the preference for the company as well as its operational efficiency prompted the study which seeks to assess the operations of CCECC in Nigeria.

Lack of infrastructure and its expansion have led to backwardness in Nigeria most especially in major cities like Lagos and Abuja. The Lagos transportation system for instance was disorderly, riotous, and unproductive. As the city grows bigger, resources and facilities hardly match, and this led into a chaos in movement of the people who mostly rely on road transport. Likewise in Abuja, if the road transportation facility did not get alternative like the Abuja metro railway project by the CCECC Nigeria, the resultant effect of such would be catastrophic.

Africa's business giant, Aliko Dangote in 2019 lamented that his businesses in Lagos bled N25 billion in less than two years between early 2017 and late 2018 as a result of the knotty road to the Apapa and Tin-can Island Ports. He said this in a discussion with the press. The same businessman first raised such alarm on the negative impacts of the traffic crises on businesses in June 2017 when he said "Nigeria lost N140 billion every week to that problem. From his figure, that means Nigeria incurred loss of N7.28 trillion every year. That is equivalent to Nigeria's annual federal budget then. Another good instance that drives home the enormity of the Lagos traffic chaos was the report by a Lagos State government agency in 2013 which revealed that Lagosian waste three of every 10 years of their lives in

traffic. That translates to 30% of every day of their activities in traffic. No city spends 30% of the productive hours in traffic would vouch for adequate productivity. It is against this backdrop that the study examines The Role of China Civil Engineering Construction Corporation (CCEC) In Infrastructural Development in Lagos and Federal Capital Territory, Nigeria. The study seeks to investigate how effective is the operation of CCECC in bridging the infrastructural gap in Nigeria and what informed the preference for the CCECC over other similar construction companies in Nigeria?

Conceptual Clarifications

The word Infrastructure originates from Latin, and namely the word" infra" is understood as grounds or fundamentals while "structure" refers to distribution of elements of certain undefined setup. Infrastructure is the basic systems and services, such as transport and power supplies that, a country or organization uses in order to work effectively. Infrastructure is a component of the territorial structure of national economy, which is formed by the transport, communications, trade, energy, and water management systems as well as dwellings, schools, objects of health protection, culture, sports, and other objects for the wellbeing of inhabitants and their arrangement in any territory (Skorobogatova & Merlimo,2017).

According to Azam and Bakar (2017), infrastructure can be classified into two broad categories namely, economic infrastructure and social infrastructure. Economic infrastructure comprises transport and communication, irrigation, energy, banking etc.., whereas social infrastructure comprises sectors such as housing, health, education etc. The level of development of the different areas influences infrastructure development. Therefore, it can be argued that the improvement of infrastructural services is crucial in order to enhance efficiency of the productive process and to raise productivity of any economic entity.

Theoretical Framework

Given the nature of the low infrastructural provision in Nigeria when compared to that of China, dependency theory is best suited for this study. Theotonio Dos Santos (1970) sees dependency theory as a situation where "some countries (the dominant ones) can expand and can be self-sustaining, while others (the

dependent ones) can do this only as a reflection of that expansion, which can have either a positive or a negative effect on their immediate development". Hence, dependency is seen as resulting from a situation in which the economy of certain countries is conditioned by the development and expansion of another economy to which the former is subjected. Dependent countries are vulnerable to penetration by outside forces. Foreign investment-whether private or in the form of aid from other governments is also an instrument of penetration (Kegley 2007). Emmanuel (1970:10), hinged the basic assumptions of this theory to the principle of unequal exchange in international trade between the Centre (Developed Countries) and the Less Developed Countries, which has led to the exploitation of the latter by the former. According to him, unequal exchange occurs when two unequal countries produce two different commodities so that they are not in direct competition with each other. Since wages are low in LCDs, the cost of production is also low, and so is its price. On the other hand, wages being higher in DC, the cost of production is high, so is its price. Thus, the commodity of LCDs being cheaper than that of DCs, engenders unequal exchange in trade between the two. Emmanuel's theory is based on Marx's theory of 'prices of production' for the determination of international prices and technological changes in production. He believed that the main reason for economic inequality between the South and the North lies in differences in techniques of production and differences in wages which leads to unequal exchange in trade.

The relevance of the dependency theory to this study is that the defining features of the developing countries are their dependency and underdevelopment, which is derived from the unequal way they have been incorporated into the periphery of world capitalism (Udeala 2010:73). Focusing on Nigeria's infrastructure deficit, Nigeria is solely dependent on Western countries before China became suitable alternative. In the last 40 years, Nigeria has depended heavily on Chinese company like CCECC in infrastructural provision ranging from railway, electricity, airport modernization and expansion, road, and bridges construction etc.

In this wise, the relationship between Nigeria and China has been one-sided and not mutually beneficial type but rather a dependent relation that justified dependency theory. Which helps to explain the unequal relationship between

Nigeria and China and the fact that Nigeria is depending too much on China for even what she should ordinarily be able to handle. Nigerian leaders should effectively use the nation's foreign policy to construct a self-reliant society that favours a win-win relation with other countries. The failure of the leadership to conduct a foreign policy for economic development and the inappropriate path pursued by these leaders are blamed for the country's continued state of dependence and underdevelopment (Udeala 2010:73).

According to Bukarambe (2005:20) "from the time when actual functional contacts began, the pattern has been such that China exported manufactured and industrial items to Nigeria and imported unprocessed agricultural and mineral items from it. As time went on, China added mechanical and human expertise and investment capital to the list of items it exports to Nigeria". He further asserted that, "the continuation of the trend uninterrupted, unaltered and unabated indicate that China had a net industrial and developmental advantages over Nigeria from the beginning and the imbalance remained".

However, the implication from this trade analysis is that the Sino-Nigeria trade which has increased since both countries started relations has largely been export of primary products to China and import of finished products to Nigeria, particularly, as Nigeria lacks the technological know- how to produce the finished goods (Akongbowa, 2008:16). For China these advantages have been widening trade imbalance in her favour, access to large Nigerian domestic market with penchant for imported goods and avenue to invest heavily in underdeveloped sectors of the Nigerian economy

Methodology

The study adopted qualitative research design and collected data through secondary sources such as journals, textbooks, government publications from Nation Bureau of Statistics, CCECC bulletin and other online materials. The data are analysed through content analysis which permit the study to be structured under different sub-themes. Therefore, the content was deductively analysed and interpreted.

CCECC Projects Impact, Social Corporate Responsibility and Technology Transfer

Effectiveness of CCECC Projects on Nigerians

The Nigerian Railway Corporation operates the Lagos-Ibadan train service while the role of the CCECC is just the provision of operational technical support. As the main operation body, the NRC forms an operation team and is responsible for the running of Lagos-Ibadan Railway. CCECC Nigeria Limited forms and leads a Chinese operation team to provide technical service for the service. Before operations started after the completion of construction, CCECC organized technical training for NRC personnel to help guide them on the daily requirements of the operation. As the operation runs, CCECC provides the management of key positions, technical personnel for operational guidance according to the nature of different posts and maintenance work needed for a smooth and unhindered operation. Based on agreement reached between the construction company and the NRC, CCECC will provide three years of operational technical support. During this period, the NRC staff would have mastered all that needs to be known to ensure the operation goes on well.

Lagos is ever busy with business and with about 10% of the country's population living in Lagos. With an incredible 50% of the internally generated revenue of the country, Lagos is a giant that needs to be awakened. Bad enough, Lagos, an old city built from the 1860s never had a plan that took cognizance of today's reality. Public transport system in Lagos is the least enviable and probably the worst in any city of such magnitude anywhere.

It is disorderly, riotous, and unproductive. Also, since the capital of Nigeria left Lagos, the state/city has been living and existing at near abandonment. Urban renewal has been quite slow, and this is compounded by the scourge of unenviable governance in the country entirely. The Lagos government saddled with the duty of taking care of Lagos could not effectively muster the resources to handle the brief adequately. That means, in the past 30 years of existing no longer as the capital of Nigeria, Lagos has been in constant decay. A lot of new towns have emerged since then and were never structurally integrated into the body system of the city. The developments are private and individual and therefore without any articulated structure. As the city grows bigger, resources and facilities hardly

do. That results into a chaos in movement of the people who mostly rely on road transport to about 99 percent.

With the current experience in Lagos, if the road transportation facilities and infrastructure do not get a ready alternative like the Abuja metro railway project by the CCECC Nigeria is not envisioned and executed, Abuja too will be at the risk of witnessing the chaotic transportation system in Lagos. The scenario is that what Lagos is today is unarguably what Abuja would end up at - total decay and collapse of the transport system.

As it is now, Lagos is rated among the cities of the world with the worst traffic crisis, and that is the major disincentive of living and doing business in Lagos. The city is chaotic and in the past 10 years, the decay, logjam, and destruction of businesses along the Oworonsoki-Oshodi-Apapa expressway of about 30km has retarded and taken the economy of Lagos backwards.

Why Preference for CCECC

The company had operated in Nigeria for about 26 years then, since its entry into the country's construction market in 1981 and had over the years delivered prominent infrastructure and full industrial chain services for local communities in up to 80% of the states. The other consideration is because, China the native place of CCECC is reputed with the best proven railway technology in the world and also the largest railway system where the highspeed rail (HSR) total coverage since 2007 had exceeded 36,000km in August 2020, some66percent of world total and targeting 70,000km reach in 2035, according to a World Bank report on China high speed rail development.

CCECC and Social Corporate Responsibility

CCECC built a primary school for the local community in the Idu area at Papei which was appreciated by the happy natives that their traditional head gave Kong a chieftaincy title. Beyond just the provision of transportation, the project has assisted in deepening expertise of Nigerians in railway technology and operations. Likewise, the department of rail technology established in University of Abuja is part of the company contribution to Social Corporate Responsibility in the host country. CCECC are highly commended in infrastructural provision and render a

lot of social corporate responsibility such as building of schools, hospital, provision of solar energy, water, employment to natives and host communities where their project span between 3 to 5 years.

CCECC Domesticating Technology

Grooming Nigeria's skills base in the workforce of the CCECC during the construction and even operation. Presently, there are lot of Nigerian workers at the peak of construction, thousands of Nigerians were employed to work on the project at various capacities depending on their skills. The Nigerian workers are far more than Chinese workers in number. In fact, the vast majority of the employees are Nigerians. Most of all the trains are driven by Nigerian drivers who got training in such skills. The company also trained traffic dispatch officers, and the supervisor in charge of the training assured that he will participate in the pre-job training of Nigerian employees in the future.

While the project was on, the crew suffered a lot of setbacks in terms of insecurity, but the Nigerian security forces rallied efforts, working with the CCECC to ensure their quick rescue unhurt. From natural factors, Nigeria has a long rainy season when instantaneous precipitation could be very high. Along the project line, the special soil conditions make the roadbed of many sections quite soft, thus making construction of some sections arduous. By actively innovating in the filler for the surface layer of railway subgrade bed that helps prolong road service life, reduce railway maintenance costs, and enhance road bearing capacity and stability, work made progress to completion.

The Lagos-Ibadan Railway Project has provided local enterprises with experience in the construction of special railway sections. Not done yet, Zhang said they are training Nigerians to participate in railway operations. *"CCECC Nigeria puts much emphasis on the development of employees' vocational skills. We improve local engineering construction level and strengthen the transfer of operation technologies through various means, including providing vocational skills training, supporting employees in getting access to academic qualification, and assisting local areas in building higher education disciplines, etc.*" This helps build a talent pool for construction, operation, maintenance of engineering projects in Nigeria and lays a solid foundation for

future development. At the operation peak, thousands of Nigerians were employed to work on the project.

Beyond just the provision of transportation, the project has assisted in deepening expertise of Nigerians in railway technology and operations. On the benefits of jobs and expertise creation and facilitation, US Institute of Peace admitted that contrary to claims that China brings most workers for their projects from the country, the ratio of Chinese to local workers has been 1:20, heavily favoring the locals. This was in its assessment of the Abuja- Kaduna railway construction referred to earlier in this work. (www.usip.com) On the Abuja project still, a month prior to the commencement of operations, CCECC hosted a training facilitated by the Nigerian Railway Corporation (NRC) that coached Nigerians in the management and operations of the railway system, Kong revealed. As operations commenced, the Chinese expatriates worked alongside Nigerians and after they mastered the process, have taken over that the trains are driven by Nigerians, not excluding other technical duties like repairs. Emphasizing more on the benefits and impacts of the Abuja projects, Mr. Vincent Yingcai Liu, General Manager, Corporate Culture office, reminded that: *"On April 12, 2018, CCECC held a job fair for fresh Nigerian graduates that eventually led to their employment in the company, and some six months later, the company sent about 67 young graduates to China to study railway engineering as part of the process of deepening their relationship with Nigeria,"* as we documented on that project. 5.3 Kajola train wagon factory In November 2019, the transportation minister, Amaechi disclosed to the Nigerian media that a railway wagon assembly plant in Kajola, Ogun State, the CCECC also built as boost to the Lagos-Ibadan project and more will create the possibility for 5,000 jobs when completed. It was on the day Vice President Yemi Osinbajo performed the official ground- breaking ceremony of the project that Amaechi said this. "The minister said the plant is one of the gains of the federal government's partnership with the Chinese Civil Engineering and Construction Company (CCECC), which made the investment. "The Ministry of Transportation realizing the need of the advantage to set up this type of plant considering the potential need in view of the on-going rail projects in the country and the sub-region, encouraged Messrs CCECC to establish this plant. "It is expected that the plant would generate job opportunities for Nigerians and as well facilitate the much-desired objective of the government towards the local content capacity development.

"It was in the pursuit of these objectives that the Federal Ministry of Transportation signed an agreement with Messrs. CCECC Nig. Limited in March, 2018 to establish this plant for the production and assembling of rolling stock, spare parts, and maintenance equipment in Nigeria. Consequently, Messrs. CCECC conducted a feasibility study in which the choice of Kajola, Ogun State was arrived at as the suitable location for the project," The Cable reported.

Socio-Economic Impact of CCECC Projects

The introduction of and rejuvenation of the rail transport system has drastically led to reduction in accidents and loss of lives and economy on the Lagos/Ibadan Road. When President Buhari commissioned the project, he stated that:

> *the railway service will create wealth and business opportunities in the region. He further assured that the Lagos-Ibadan corridor as well as other ongoing railway projects across the country will be huge gains to the economy because ''this vital line establishes an end-to-end logistic supply chain in railway transport within its short corridor, Lagos – Ibadan, as goods to the hinterland would now be transported by rail directly from the Apapa port Quayside straight to the Inland Container Depot located in Ibadan from where it can be distributed to other parts of the country.*

Lagos-Ibadan turnpike is one of the clumsiest travel courses in Nigeria. On July 22, 2021, 13 lives were lost in a solitary mishap out and about. This was authoritatively affirmed by the area commandant of the Government Street Security Corps in Ogun State, Mr. Ahmed Umar. That was only one of a significant number of such episodes that everyday events. There is not really a month Lagos do not get fresh insight about petroleum big hauler detonating and consuming individuals and vehicles on that street. In the initial four months of 2021, the FRSC announced 2,233 street mishap passings, and without a doubt it is conceivable with breakdown, 10% of this would have been on the Lagos-Ibadan Street where big haulers detonating and it is exceptionally normal to consume vehicles and people. These detailed passings came from 4,459 mishaps including 28,826 travellers. With the railroad administration between connecting the two urban communities and each outing moving around 900 travelers, the pace of mishaps and passings on this street would radically decrease.

The advantages of the task stretch out to saving lives and travel time. With the train trip, burglary of vehicles is right around an unthinkable situation. So past saving time, there is security and feeling of poise riding in the air-model train mentors, feeling loose. Four of the nine stations on this course are assigned as super stations with huge stages developed that can oblige between 4,000 and6,000at travellers at top hour.

The CCECC started development of the Lagos-Ibadan railroad in Walk 2017, adapting to the situations of the tight development timetable and complex development climate in the midst of the effect of the Coronavirus, as per "Jiang Yigao, the executive of the leading body of CCECC Nigeria Ltd. On December 7, 2020, the railroad started a trial between the two Nigerian southwestern urban communities, covering the excursion in around three hours, with a solitary full circle each day in the underlying stage, said Jiang." When CCECC Nigeria did the Abuja metro rail route project which likewise connects the capital city to Kaduna, the office gave up to 15,000 immediate and backhanded positions to Nigerians as the designer who managed the task for the years affirmed. Mr. Kong Tai, the Senior supervisor and overseeing engineer said the undertaking made a few different advantages including nearer companionships between the Chinese workers and their Nigerian partners. An elementary school the CCECC worked for the neighbourhood local area in the Idu region at Papei was valued by the cheerful locals that their conventional head gave Kong a chieftaincy title.

Economic Impact of CCECC Projects in Nigeria

Chinese Civil Engineering Construction Corporation (CCECC) was established in 1979 according to the approval of the State Council of the People's Republic of China. Its presence in Nigeria became remarkable in the mid-1990s. Prior to its entrance in Nigeria, CCECC was already a known firm in Africa due to its execution of Tanzania-Zambia Railway project in 1976, which was the biggest economic-aid project undertaken by China in Africa in the 1970s. With China's go-out policy (as a result of economic reform) and the desire to engage its firms in international contracting and construction, the presence of Chinese firms, both state and private began to be greatly felt in Africa. The major construction project awarded to CCECC in Nigeria in the 20th century was the rehabilitation of

Nigeria's railway, and that contract was awarded by then Nigeria's military leader, late General Sani Abacha.

The project has become a reality and what is left is the operators handling it in a way that would make the dreams that inspired it possible and realizable. During one of the addresses of the transportation minister, Amaechi, prior to the flag-off, he had called for investors to build hotels and recreation facilities along the railway corridor to facilitate tourism development and make more passengers use the service as they can easily and without hitches travel to the countryside on holiday, business, and break, making use of such provisions and investments. Already, the gains have started trickling in as the NRC announced that its maiden income of N1.08 billion from passengers' patronage in the second quarter of 2021. The figure was validly gotten from the National Bureau of Statistics (NBS) Rail Transport Data 2021 Q2. The revenue was an increase from the earlier N892,467,526 in the 2021 Q1. With this, it is quite tempting and plausible to conclude that the addition would likely have been as a result of the Lagos-Ibadan service that picked up speed and recognition within the 2021 Q2, therefore, the new revenue figure of N1,083,851,021. In the same vein, revenue from cargo rail service and transport in the same Q2was almost triple of the Q1 figure, with a rise from N26,195,160 in Q1toN71,555,762.

On the passenger traffic, NBS said "the rail transportation data for Q2 2021reflected that a total of 565,385 passengers travelled via the rail systeminQ2 2021 as against 108,238 passengers recorded in Q2 2020 and 424,460in Q1 2021. This represented 422.35 percent growth year on year and33.20 percent quarter on quarter respectively." Governor of Lagos, Babajide Sanwo-Olu admitted that the rail project is "a big boost to the overall vision of the national integration," saying it will encourage the private sector, local communities, and individuals to take advantage of the opportunity that the rail line has thrown up. "With the commissioning of this rail line today, it will now be possible for people to work in Lagos and live outside Lagos, and vice versa," the governor said. "It will radically transform the life, work, and leisure for multitudes of our citizens along this (Lagos-Ibadan) corridor. It will open opportunities for investments, real estate corridor, urban development, commerce, and soon "Xinhua reported of the commissioning in June, that: "the Chinese Ambassador to Nigeria, Mr. Cui Jian

chun said aside from transporting people and goods, the successful start of the commercial operation of the Lagos-Ibadan railway s also a real way to change and improve on the quality of Nigerian people's lives. "This flag-off ceremony not only reflects China's support for Nigeria's economic and social development, but it is also a testimony to the far-sighted decision of the Nigerian government." He further affirmed that China would continue to uphold the principle of sincerity, real result, amity, and good faith to work with Nigeria to overcome challenges and to perform a Belt and Road Initiative symphony of cooperation.

CCECC Previous Projects

Past Projects Awarded to CCECC in Nigeria	Project Amount	Year Signed	Year of Completion
Construction/Rehabilitation and purchase of Locomotives and Rolling Stocks for the Nigeria Railway System.	$528 million	December 9, 1995	Not completed
Rehabilitation and Asphalt overlay of Papalan to Lagos/Ibadan Expressway	US$ 4,780,000 million	May, 2000	Completed May 2001
Construction of Houses in the Games Village of the National Stadium Complex, Abuja	$50,500 million	20 September, 2000	Completed 31 August, 2003
Construction of Nigeria‟s Communication Commission building, Abuja	$16.56 million	December 2003	Completed August 2005
Rehabilitation of Ikot Akpaden-Okoroette Road awarded by Niger Delta Development Commission (NDDC)	$5.63 million	22 September 2003	Completed 22 June 2004
Construction/Rehabilitation of Ugep, Ikom, Ogoja and Obudu, Urban Road under the urban renewal	$14.6 million	September 2003	August 2005

programme of Cross River State, awarded by the Cross River State government			
Construction of four new International Airport Terminals for Nigeria in 4 states- Kano, Lagos, Port Harcourt and Abuja	$500 million loan from China Exim Bank	January, 2013	To be completed in 20 months
Construction of Abuja light rail project	a loan of $600 million from Chinese Exim Bank	July, 2012	2015
Construction of Lagos Kano railway	$1.49 billion		In 36 months
Lagos-Ibadan rail project	Support of $1.5 million loan from Chinese Exim Bank	August, 2012	In 36 months
Rehabilitation of Lagos Jebba rail track	Not available	Not available	Not available
Rehabilitation of Vandeikya, Benue-Obudu Obudu Cattle Ranch 25KM	$21.3 million	19 December 2012	2014
Lagos rail mass transit system with proposed seven lines network (red, blue, green, yellow, purple, brown and orange).	$1.2b bllion	2011	2015
Lagos metro blue railway line, 12km spanning between Mile 2 and the Marina downtown. 27km from Marina to Okokomaiko			last quarter of 2022

Abuja light rail			To be completed in May, 2024
Lagos-Calabar coastal railway project covering 1402km	$11.10bn.	Ongoing	
Abuja-Itakpe-Warri rail line project	$3.90bn	Ongoing	
334km Ogun intercity railway line	$3.51bn	Ongoing	
Port Harcourt-Maiduguri rail line rehabilitation covering 1443km	$3.2bn	Ongoing	
156km Lagos-Ibadan rail project	$1.7bn.		Completed in 2021
Ibadan–Ilorin with a length of 200km; Ilorin – Minna, with a length of 270km; and Minna – Abuja with a length of 300km		Ongoing	
187km Abuja – Kaduna line,	$876m	2011	Completed in 2016
204km Kaduna – Kano project	$1.2bn.	Ongoing	

Source: Ministry of Works, Abuja; CCECC Office Abuja, 2023.

Conclusion/Recommendations

The study assessed the operations of CCECC in Nigeria from 2010-2020 and concluded that CCECC has performed exceedingly well in the area of infrastructural provisions and its performance in projects delivery has attracted commendations from Nigerians and the political leaders who are doing everything to strengthen the relationship between the two countries. In the study, many reasons were attributed for the choice of CCECC company over others western companies. Such reasons are that China and Nigeria have age-long relationship, that the country offers top-notch infrastructure at low competitive

prices and that the bulk of the money are sourced through Chinese loans that comes without any strict conditionalities like their western counterparts. It was observed that Nigeria has benefitted immensely from the CCECC largesse of training Nigerian engineers and technicians thus domesticating technology in order for the local to take charge, maintain and sustain the newly built infrastructure. This gesture has in no small measures succeeded in enhancing China-Nigerian relationship currently.

Recommendations

Based on the findings, the study recommend as follows:

i. That federal government of Nigerian, state and local government can take the advantage of the CCECC in executing and expanding their infrastructure. There is no need to waste resources if CCECC projects are comparatively low compared to other companies. Government is now duty-bound to make sure that all CCECC activities comply with local laws and best global practices.
ii. Nigeria government should not relent in checkmating any perceived excesses of the CCECC. Because they have enjoyed goodwill does not mean they cannot compromise standard. Government must be strict in enforcing the local content ratio so that our locals can be trained on how to develop our infrastructure and not to continue to depend on China in nearer future. Government must do everything to tap from the wealth of experience of the Chinese expatriates for home grown development.
iii. The study recommend that Nigeria must do more to make the China-Nigeria relationship a mutually benefitted relationship. As it is now, the relationship favors China and Nigeria is dependent on China for infrastructure development. Government must put efforts in place through the bilateral relation which Nigeria enjoys with China to build its own engineers, train them, and equip them. One such initiative is the department of Railway Technology newly established in University of Abuja. Such gestures must be pursued vigorously.

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