



The Nigerian Society of Engineers

PORT HARCOURT BRANCH



e-newsletter

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Interview with Engr. Isa Usman Emoabino FNSE, on Road Infrastructure & Institutional Framework.

Engr. Isa Usman Emoabino FNSE, is a former Chairman of Kaduna Branch of the Nigerian Society of Engineers, and the chairman of the Road Infrastructure and Institutional Framework Committee of the Nigerian Society of Engineers

E-Newsletter: *Sir, can you tell us more about the Road Infrastructure and Institutional Framework (RIIF) of the Nigerian Society of Engineers?*



Engr. Isa Emoabino FNSE

Engr. Emoabino: The Road Infrastructure and Institutional Framework (RIIF) Committee has been on for quite some time, and the reason for that was that we have realized that we have seen on daily basis that one of the greatest engineering failure in this country is on the road. There is a lot of failure in that direction and the Nigerian Society of Engineers therefore felt that it will be very necessary to try to change that trend. The committee has been trying to get government to understand that the road sector can be done the way other sectors are done because road is actually very peculiar in all circumstances, in the sense that road is seasonal; road construction methodology is a seasonal thing. Roads are best constructed during the dry season. However, the Nigerian budget will not be available until the rainy season, and by the time they begin to implement the budget during the rainy season, it is no longer the correct time to implement road projects. So we have been able to come out with a very clear and good alternative to this. An alternative that agrees with global practice. What is the global nature of running road projects? That is what we call The Road Reform method that we have decided to bring up. The road reform has gone already into the stage of becoming a bill in the National Assembly. Detailed analysis have been put together of what needs to be done to get it to work, and this includes having the road funds authority, and also having the Federal Roads Authority. Federal Roads Authority being the agent that will execute roads, planning and other things to do with roads and the roads fund; being the financier of that authority such that it can make funds available for the authority for the implementation of roads, as at when required and not necessarily connected with the budget of the federation.

E-Newsletter: *How best do you think the bad roads situation can be handled?*

Engr. Emoabino: Yes, that is what we are trying to say now. The best way

to do roads in Nigeria is to follow global practice on road reforms, and that is to have an independent organization, independent body, independent from government, and independent from the budgetary system and normal civil service bureaucracy. That is what we call the Federal Road Authority. There should be a federal arm of it, and there should be a state arm of it. You know roads; there are federal roads, state roads, and local government roads, so each of these arms of government must also have similar arrangement. We should have the federal roads authority, and we should also have the state roads authority and the funding for these authorities shouldn't come directly from the government; and that is why we are proposing the federal roads fund. The monies for the roads fund should come from either revenues coming from oil or revenues coming from the registration of vehicles or revenues coming from the payment for petrol. As drivers fuel their vehicles, they should also be buying permit or repair the roads they are going to use. This means part of the cost of petrol should take care of the repairs of the roads, at the same time, part of other sources can be used to get money into the road fund and then that makes money available for the authorities to continually use them for road maintenance, road design and so on. Currently, we have federal ministry of works awarding contracts for roads almost on a yearly basis even when the older ones have not been done, and we have FERMA trying to patch areas where there are failures. But you see in engineering, we don't need to wait for a failure and begin to patch or respond to it, we should design and plan alongside with construction and maintenance. We should have that maintenance principle. It doesn't have to fail before you go for the maintenance. Roads should a design, and should have scheduled maintenance along with the construction, and money should be available for that is the only thing we have to do to get our roads working.

E-Newsletter: *Thank you very much sir.*



Engr. Isa Emoabino FNSE with Engr. Otunte Otuench



NSE PH Branch EXCO members during EXCO meeting on Thursday, May 5th 2011 at the branch secretariat.



NSE PH Branch General Meeting held on Thursday, April 28th 2011 at Engr. Ishmael A. Banigo secretariat.

Photo Gallery: NSE PH Branch Fellowship Celebration/Membership Induction Held At Hotel Presidential on Saturday May 7, 2011



NSE PH Branch Chairman, Engr. Dr. A. H. Igoni MNSE & his wife



Rep. of MD of NDDC (left) and Rep. of NSE President Engr. Imaobong Inyang & his wife



Fellowship Celebrant: Engr. B. H. Ogariawo FNSE & his wife



Fellowship Celebrant: Engr. George Okoroma FNSE & his wife



Fellowship Celebrant: Engr. George Okoyo FNSE & his wife



Fellowship Celebrant: Engr. Prof. S. U. Ejezie FNSE



Fellowship Celebrant: Engr. Onyekwelu Nwadiuto FNSE & his wife



Inducted Corporate Members during their swearing in ceremony



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