



Critical Infrastructure Sector



2026 – 2028 MTSS Rollover

Jigawa State Government

September, 2025

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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 successfully developed this important document it is hoped that its 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 developed 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

Engr. Gambo Barau FNSE, FNICE
Hon. Commissioner

Acknowledgements

I would like to express my wholehearted appreciation to all those that had contributed towards the successful development of the 2026 - 2028 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 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 Ahmed Isa FNIQS
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 for the year **2026** of **N99,224,779,000** comprising of N98,459,000,000 capital Expenditure and N765,779,000 (Personnel cost N431,779,000 and Overhead cost N334,000,000), the year **2027** of **N84,943,571,435** and the year **2028** of **N90,131,838,768** 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.
- The advertisement of such electrical equipment whether by way of demonstration, exhibition or otherwise.

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:

- Rehabilitation 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 airport be 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 2026-2028 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;	<ul style="list-style-type: none"> Construction of paved (asphalt) roads Upgrading of existing surface dressed roads with asphalt overlay Construction of rural feeder roads Construction of township 	<ul style="list-style-type: none"> 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.	<ul style="list-style-type: none"> Maintaining of State roads, Rural feeder roads and Township roads 	<ul style="list-style-type: none"> 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);	<ul style="list-style-type: none"> Provision of Electricity in Towns and Villages across the state Maintenance of existing infrastructure 	<ul style="list-style-type: none"> 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.	<ul style="list-style-type: none"> Renovation of Network Operation centre Network Optimization MDAs Connectivity 2nd Phase Metropolitan fibre optic cable network 	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Fire outbreak prevention Control of Fire outbreak and Rescue operations 	<ul style="list-style-type: none"> 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 2026 - 2028 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	Lack of Professional Manpower	New Recruitment shall be considered
7	Limited training of Personnel to modern technology	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 2026-2028 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 (2026 - 2028) 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	Organizations	2026 Recurrent Projections		Sectoral Allocation (Capital)	Total 2026 Sector Allocation	Whole Sector / Whole Components, 2027	Whole Sector / Whole Components, 2028
		Personnel	Overhead				
023400000000	Critical Infrastructure Sector	431,779,000	334,000,000	98,459,000,000	99,224,779,000	84,943,571,435	90,131,838,768
023400100100	Ministry of Works & Transport	247,780,000	303,000,000				
023400400100	Jigawa Roads Maintenance Agency	18,259,000	19,000,000				
023400900100	Fire Service Directorate	165,740,000	12,000,000				

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.

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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 more so 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 – Aggregate Costing and Ceiling by Main Expenditure Classification

Jigawa State Government Ministry of Works & Transport Sector Medium Term Sector Strategy 2026-2028: Aggregate Costing and Ceilings by Main Expenditure Classification

Expenditure	Item	2026	2027	2028	Total 2026 - 2028
Personnel	Ceiling	431,779,000.00	434,256,800.00	438,599,368.00	1,304,635,168.00
	Proposal	1,004,779,000.00	449,256,800.00	453,599,368.00	1,907,635,168.00
	Balance	-573,000,000.00	-15,000,000.00	-15,000,000.00	-603,000,000.00
Other Recurrent	Ceiling	334,000,000.00	337,340,000.00	340,713,400.00	1,012,053,400.00
	Proposal	8,183,405,354.88	367,340,000.00	360,713,400.00	8,911,458,754.88
	Balance	-7,849,405,354.88	-30,000,000.00	-20,000,000.00	-7,899,405,354.88
Capital	Ceiling	98,459,000,000.00	84,171,974,635.00	89,352,526,000.00	271,983,500,635.00
	Proposal	287,274,394,601.90	104,935,304,552.96	73,267,547,439.51	465,477,246,594.37
	Balance	-188,815,394,601.90	-20,763,329,917.96	16,084,978,560.49	-193,493,745,959.37
Total	Ceiling	99,224,779,000.00	84,943,571,435.00	90,131,838,768.00	274,300,189,203.00
	Proposal	296,462,578,956.78	105,751,901,352.96	74,081,860,207.51	476,296,340,517.25
	Balance	-197,237,799,956.78	-20,808,329,917.96	16,049,978,560.49	-201,996,151,314.25

Appendix Ib – Expenditure by Programme

Jigawa State Government Ministry of Works & Transport Sector Medium Term Sector Strategy 2026-2028: Expenditure by Programme

Programme Segment Code	Description	Programme Segment Level	Personnel			Other Recurrent			Capital			Total		
			2026	2027	2028	2026	2027	2028	2026	2027	2028	2026	2027	2028
02	Ministry of Works & Transport	Sector	1,004,779,000.00	449,256,800.00	453,599,368.00	8,183,405,354.88	367,340,000.00	360,713,400.00	287,274,394,601.90	104,935,304,552.96	73,267,547,439.51	296,462,578,956.78	105,751,901,352.96	74,081,860,207.51
0201	To provide good road network in order to facilitate movement of people and goods	Objective	-	-	-	5,189,500,000.00	-	-	272,773,449,956.78	104,935,304,552.96	73,267,547,439.51	277,962,949,956.78	104,935,304,552.96	73,267,547,439.51
020101	Road Development	Programme	-	-	-	5,189,500,000.00	-	-	272,773,449,956.78	104,935,304,552.96	73,267,547,439.51	277,962,949,956.78	104,935,304,552.96	73,267,547,439.51
0202	To facilitate access to safer road, water, rail and air	Objective	550,000,000.00	-	-	2,389,905,354.88	-	-	14,470,944,645.12	-	-	17,410,850,000.00	-	-
020201	Road Transport Development	Programme	550,000,000.00	-	-	1,012,000,000.00	-	-	1,000,000,000.00	-	-	2,562,000,000.00	-	-
020202	Railway and Waterway Development	Programme	-	-	-	-	-	-	-	-	-	-	-	-
020203	Road Maintenance	Programme	-	-	-	1,377,905,354.88	-	-	13,470,944,645.12	-	-	14,848,850,000.00	-	-
0203	To prevent and control fire outbreak and related emergency	Objective	-	-	-	-	-	-	-	-	-	-	-	-
020301	Fire Safety	Programme	-	-	-	-	-	-	-	-	-	-	-	-
0204	To Sustain operation of Dutshe International Airport	Objective	-	-	-	-	-	-	-	-	-	-	-	-
020401	Airport Development and Maintenance	Programme	-	-	-	-	-	-	-	-	-	-	-	-
0205	To build a safe, inclusive, low emission, and climate resilient environment	Objective	8,000,000.00	-	-	225,000,000.00	-	-	30,000,000.00	-	-	263,000,000.00	-	-
020501	Environmental friendly transport system	Programme	8,000,000.00	-	-	225,000,000.00	-	-	30,000,000.00	-	-	263,000,000.00	-	-
0206	Mainstream climate risk assessment into planning, implementation, and monitoring	Objective	-	-	-	20,000,000.00	20,000,000.00	10,000,000.00	-	-	-	20,000,000.00	20,000,000.00	10,000,000.00
020601	Climate risk Infrastructure Master Plan	Programme	-	-	-	20,000,000.00	20,000,000.00	10,000,000.00	-	-	-	20,000,000.00	20,000,000.00	10,000,000.00
0207	Promote environment-compliant and socially sustainable development	Objective	15,000,000.00	15,000,000.00	15,000,000.00	-	-	-	-	-	-	15,000,000.00	15,000,000.00	15,000,000.00
020701	Low Emission alternatives in urban centres	Programme	15,000,000.00	15,000,000.00	15,000,000.00	-	-	-	-	-	-	15,000,000.00	15,000,000.00	15,000,000.00
0208	Enforce vehicle emissions standards and monitor air quality	Objective	-	-	-	25,000,000.00	10,000,000.00	10,000,000.00	-	-	-	25,000,000.00	10,000,000.00	10,000,000.00
020801	Vehicle Emission tracking devices on major roads	Programme	-	-	-	25,000,000.00	10,000,000.00	10,000,000.00	-	-	-	25,000,000.00	10,000,000.00	10,000,000.00
0209	Design, Hydrological risk mapping, and performance monitoring	Objective	-	-	-	-	-	-	-	-	-	-	-	-
0210	Not Elsewhere Classified	Objective	431,779,000.00	434,256,800.00	438,599,368.00	334,000,000.00	337,340,000.00	340,713,400.00	-	-	-	765,779,000.00	771,596,800.00	779,312,768.00
021001	Road Transport Sector not elsewhere	Programme	431,779,000.00	434,256,800.00	438,599,368.00	334,000,000.00	337,340,000.00	340,713,400.00	-	-	-	765,779,000.00	771,596,800.00	779,312,768.00

Appendix IIa – Expenditure by Project

Jigawa State Government Ministry of Works & Transport Sector Medium Term Sector Strategy 2026-2028: Expenditure by Project in Priority Order

S/N	Programme Code and Description	Project Name	Implementation MDA	Project Score	Project Ranking	Location	Project Status (Ongoing/ New)	Timelines	Amount Approved for the Project in 2025 Budget (N)	Budget Requirement for Plan (N) - Personnel Expenditure			Budget Requirement for Plan (N) - Other Recurrent Expenditure			Budget Requirement for Plan (N) - Capital Expenditure			Budget Requirement for Plan (N) - Total Expenditure						
										Project Commence	Expected Year of Completion	2026	2027	2028	2026	2027	2028	2026	2027	2028					
									148,365,111,000.00	1,004,779,000.00	449,256,800.00	453,599,368.00	8,183,405,354.88	367,340,000.00	360,713,400.00	287,274,394,601.90	104,935,304,552.96	73,267,547,439.51	296,462,578,956.78	105,751,901,352.96	74,081,860,207.51				
Total Budget Requirement																									
1	020203 - Road Maintenance	Consultancy for the Construction of 2No. Bridges along	02240010000 - Ministry of Works & Transport	24	1	Gwaram	Ongoing	2025	2026	100,000,000	0	0	0	0	0	0	36,529,000	0	0	36,529,000	0	0			
2	020203 - Road Maintenance	Consultancy for the Maintenance of Kawa - Bataira -	02240010000 - Ministry of Works & Transport	24	1	Hadeja	Ongoing	2025	2026	100,000,000	0	0	0	0	0	0	29,459,953	0	0	29,459,953	0	0			
3	020203 - Road Maintenance	Consultancy for the Maintenance of Arzaza - Gadeawa -	02240010000 - Ministry of Works & Transport	24	1	State Wide	Ongoing	2025	2026	100,000,000	0	0	0	0	0	0	20,555,794	0	0	20,555,794	0	0			
4	020203 - Road Maintenance	Consultancy for the Maintenance of Zakaria - Gijungo -	02240010000 - Ministry of Works & Transport	24	1	State Wide	Ongoing	2025	2026	100,000,000	0	0	0	0	0	0	14,931,811	0	0	14,931,811	0	0			
5	020203 - Road Maintenance	Construction of 2No. Bridges Along Gwaram Basika	02240010000 - Ministry of Works & Transport	24	1	Gwaram	Ongoing	2024	2026	5,000,000,000	0	0	0	0	0	0	1,738,307,296	0	0	1,738,307,296	0	0			
6	020203 - Road Maintenance	Maintenance Arzaza - Gadeawa - Augra Road	02240010000 - Ministry of Works & Transport	24	1	Jahun	Ongoing	2024	2026	1,100,000,000	0	0	0	0	0	0	518,415,499	0	0	518,415,499	0	0			
7	020203 - Road Maintenance	Maintenance Zakaria (Kano state border) - Gulemge	02240010000 - Ministry of Works & Transport	24	1	State Wide	Ongoing	2024	2026	1,000,000,000	0	0	0	0	0	0	1,589,276,690	0	0	1,589,276,690	0	0			
8	020203 - Road Maintenance	Maintenance of Kawa - Bataira - Chag - Chapman - Kaduna	02240010000 - Ministry of Works & Transport	24	1	Hadeja	Ongoing	2024	2026	3,000,000,000	0	0	0	0	0	0	3,621,036,178	0	0	3,621,036,178	0	0			
9	020101 - Road Development	Upgrading of Rural Feeder Roads (B) (Continuation)	02240010000 - Ministry of Works & Transport	23	9	State Wide	Ongoing	2024	2027	37,000,000,000	0	0	0	0	0	0	40,585,424,294	13,000,000,000	7,825,977,971	40,585,424,294	13,000,000,000	7,825,977,971			
10	020101 - Road Development	Umara - Wankare - Jilawa - Sakwara - Dutse Road	02240010000 - Ministry of Works & Transport	23	9	Dutse	Ongoing	2025	2027	300,000,000	0	0	0	0	0	0	200,000,000	100,000,000	0	200,000,000	100,000,000	0			
11	020101 - Road Development	Grimbo - Garki - Sora Road	02240010000 - Ministry of Works & Transport	23	9	State Wide	Ongoing	2025	2026	500,000,000	0	0	0	0	0	0	500,000,000	0	0	500,000,000	0	0			
12	020101 - Road Development	State Capital Road Networks	02240010000 - Ministry of Works & Transport	23	9	Dutse	Ongoing	2024	2028	8,000,000,000	0	0	0	0	0	0	6,138,527,690	1,000,000,000	0	6,138,527,690	1,000,000,000	0			
13	020101 - Road Development	Construction of Township Roads	02240010000 - Ministry of Works & Transport	23	9	State Wide	Ongoing	2024	2026	15,000,000,000	0	0	0	0	0	0	15,444,600,497	5,000,000,000	0	15,444,600,497	5,000,000,000	0			
14	020101 - Road Development	Hadeja - Gari - Gobio Road	02240010000 - Ministry of Works & Transport	23	9	Hadeja	Ongoing	2024	2026	5,000,000,000	0	0	0	0	0	0	1,588,945,915	0	0	1,588,945,915	0	0			
15	020101 - Road Development	Wajirau - Babura Road	02240010000 - Ministry of Works & Transport	23	9	State Wide	Ongoing	2022	2026	7,000,000,000	0	0	0	0	0	0	6,500,000,000	1,591,358,638	1,000,000,000	6,500,000,000	1,591,358,638	1,000,000,000			
16	020101 - Road Development	Abhus - Gribbo - Gari - Bular Road	02240010000 - Ministry of Works & Transport	23	9	Kaura	Ongoing	2024	2026	7,000,000,000	0	0	0	0	0	0	11,317,559,724	0	0	11,317,559,724	0	0			
17	020101 - Road Development	Kukayesu - Malan Abba - Katshe - Gari - Kwaleland Road	02240010000 - Ministry of Works & Transport	23	9	State Wide	Ongoing	2024	2026	7,000,000,000	0	0	0	0	0	0	12,117,387,630	0	0	12,117,387,630	0	0			
18	020101 - Road Development	Kwarar - Iänderi - Kwararawa - Gari - Gwari - Nuhu -	02240010000 - Ministry of Works & Transport	23	9	Jahun	Ongoing	2024	2026	6,000,000,000	0	0	0	0	0	0	4,454,377,639	0	0	4,454,377,639	0	0			
19	020101 - Road Development	Chuwasu - Chakwakwawa - Zingor - Maje Road	02240010000 - Ministry of Works & Transport	23	9	State Wide	Ongoing	2024	2026	0	0	0	0	0	0	0	0	0	0	0	0	0			
20	020201 - Roads, Airport, Railways, and Water ways	Dutse Airport Project	02240010000 - Ministry of Works & Transport	23	9	Dutse	Ongoing	2025	2026	1,500,000,000	550,000,000	0	0	0	0	0	0	1,012,000,000	0	0	1,000,000,000	0	0		
21	020101 - Road Development	Road and other Projects Consultancies	02240010000 - Ministry of Works & Transport	22	21	State Wide	Ongoing	2025	2028	1,500,000,000	0	0	0	0	0	0	6,000,000	0	0	500,000,000	30,000,000,000	30,000,000,000			
22	020101 - Road Development	Faru - Dala - Nafusai - Kafin Choma - Gali - Babu	02240010000 - Ministry of Works & Transport	22	21	Kazare	Ongoing	2024	2027	4,000,000,000	0	0	0	0	0	0	0	3,000,000,000	1,558,945,915	0	3,000,000,000	1,558,945,915	0		
23	020101 - Road Development	Dundubu - Yangji - Wanga - Gidan Mairan Road	02240010000 - Ministry of Works & Transport	22	21	Dutse	Ongoing	2024	2027	3,000,000,000	0	0	0	0	0	0	0	2,467,328,628	2,200,000,000	0	2,467,328,628	2,200,000,000	0		
24	020101 - Road Transport Sector not elsewhere	Personnel cost	02240010000 - Ministry of Works & Transport	22	21	State Wide	Ongoing	2025	2026	200,111,000	431,779,000	434,256,800	438,599,368	0	0	0	0	0	0	0	431,779,000	434,256,800	438,599,368	0	0
25	020101 - Road Transport Sector not elsewhere	Overhead cost	02240010000 - Ministry of Works & Transport	22	21	State Wide	Ongoing	2025	2026	316,000,000	0	0	0	0	0	0	334,000,000	337,349,000	340,713,400	0	0	334,000,000	337,349,000	340,713,400	
26	020203 - Road Maintenance	Maintenance of Kaugama - Tumi - Gijungo Feeder Road	02240010000 - Ministry of Works & Transport	22	21	Kaugama	New	2025	2026	57,000,000	0	0	0	0	0	0	5,000,000	0	0	100,000,000	0	0			
27	020203 - Road Maintenance	Maintenance of Kaugama - Kafin Moton Feeder Road	02240010000 - Ministry of Works & Transport	22	21	Kaugama	New	2025	2026	100,000,000	0	0	0	0	0	0	5,000,000	0	0	200,000,000	0	0			
28	020203 - Road Maintenance	Maintenance of Kajele - Zare - Shugurin Road	02240010000 - Ministry of Works & Transport	22	21	Birnin Kudu	New	2025	2026	100,000,000	0	0	0	0	0	0	5,000,000	0	0	200,000,000	0	0			
29	020203 - Road Maintenance	Purchase and Installation of GeosSmart - JRMA	02240010000 - Ministry of Works & Transport	22	21	Dutse	New	2025	2026	0	0	0	0	0	0	110,000,000	0	0	0	0	0				
30	020203 - Road Maintenance	Purchase of New Plant and Equipments from Term Leases	02240010000 - Ministry of Works & Transport	22	21	Dutse	New	2025	2026	0	0	0	0	0	0	967,905,355	0	0	0	0	0				
31	020203 - Road Maintenance	Rehabilitation of 200m Road and 1.2km Drain at Dutse	02240010000 - Ministry of Works & Transport	22	21	Hadeja	New	2025	2026	0	0	0	0	0	0	5,000,000	0	0	400,000,000	0	0				
32	020203 - Road Maintenance	Proposed Maintenance of Maje Road - Gwara - Shagari	02240010000 - Ministry of Works & Transport	22	21	Hadeja	New	2025	2026	0	0	0	0	0	0	5,000,000	0	0	100,000,000	0	0				
33	020203 - Road Maintenance	Maintenance of Birnin Kudu Township Road	02240010000 - Ministry of Works & Transport	22	21	Birnin Kudu	New	2025	2026	0	0	0	0	0	0	5,000,000	0	0	400,000,000	0	0				
34	020203 - Road Maintenance	Maintenance of Melam Madon - Dakku Feeder Road	02240010000 - Ministry of Works & Transport	22	21	Melam Madon	New	2025	2026	57,000,000	0	0	0	0	0	0	5,000,000	0	0	100,000,000	0	0			
35	020203 - Road Maintenance	Maintenance of Kwarar Madabu - Madabu Feeder Road	02240010000 - Ministry of Works & Transport	22	21	Baji	New	2025	2026	57,000,000	0	0	0	0	0	0	5,000,000	0	0	100,000,000	0	0			

Appendix IIb - Expenditure by Project

36	02023 - Road Maintenance	Maintenance of Gantisa - Tijojo - Ahuto Feeder Road	0240010010 - Ministry of Works & Transport	22	21	Buji	New	2025	2026	58,000,000	0	0	0	5,000,000	0	0	150,000,000	0	0	155,000,000	0	0	
37	02023 - Road Maintenance	Maintenance of Rigin - Sutimawa - Chechen Road	0240010010 - Ministry of Works & Transport	22	21	Rigin	New	2025	2026	20,000,000	0	0	0	5,000,000	0	0	100,000,000	0	0	105,000,000	0	0	
38	02023 - Road Maintenance	Maintenance of Kazare - Ron - Katsira State Boarder	0240010010 - Ministry of Works & Transport	22	21	State Wide	New	2025	2026	30,000,000	0	0	0	5,000,000	0	0	400,000,000	0	0	405,000,000	0	0	
39	02023 - Road Maintenance	Maintenance of Gwaram - Basika Road	0240010010 - Ministry of Works & Transport	22	21	Gwaram	New	2025	2026	30,000,000	0	0	0	5,000,000	0	0	400,000,000	0	0	405,000,000	0	0	
40	02023 - Road Maintenance	Maintenance of Gwaram - Ilwaj	0240010010 - Ministry of Works & Transport	22	21	Gwaram	New	2025	2026	30,000,000	0	0	0	5,000,000	0	0	400,000,000	0	0	405,000,000	0	0	
41	02023 - Road Maintenance	Maintenance/ Rehabilitation of failed sections of Segu -	0240010010 - Ministry of Works & Transport	22	21	Buji	New	2025	2026	20,000,000	0	0	0	5,000,000	0	0	150,000,000	0	0	155,000,000	0	0	
42	02023 - Road Maintenance	Asphalt Overlay of Awo - Kafin Hausa Road	0240010010 - Ministry of Works & Transport	22	21	Kafin Hausa	New	2025	2026	25,000,000	0	0	0	5,000,000	0	0	200,000,000	0	0	205,000,000	0	0	
43	02023 - Road Maintenance	Curves Realignment and Asphalt Overlay of Balap - Awo	0240010010 - Ministry of Works & Transport	22	21	Kafin Hausa	New	2025	2026	30,000,000	0	0	0	5,000,000	0	0	400,000,000	0	0	405,000,000	0	0	
44	02023 - Road Maintenance	Maintenance of Malam Madzin - Munkawa - Doeri Kware	0240010010 - Ministry of Works & Transport	22	21	State Wide	New	2025	2026	30,000,000	0	0	0	5,000,000	0	0	240,934,897	0	0	245,934,897	0	0	
45	02023 - Road Maintenance	Maintenance of Roundabout - General Hospital Bulungu	0240010010 - Ministry of Works & Transport	22	21	Kafin Hausa	New	2025	2026	150,000,000	0	0	0	5,000,000	0	0	689,503,568	0	0	694,503,568	0	0	
46	02023 - Road Maintenance	Maintenance of Hadeja - Gudzon - Aguja Road	0240010010 - Ministry of Works & Transport	22	21	Hadeja	New	2025	2026	20,000,000	0	0	0	5,000,000	0	0	100,000,000	0	0	105,000,000	0	0	
47	02023 - Road Maintenance	Maintenance of Fal - Unwar Ibin Feeder Road	0240010010 - Ministry of Works & Transport	22	21	Kaugama	New	2025	2026	57,000,000	0	0	0	5,000,000	0	0	100,000,000	0	0	105,000,000	0	0	
48	02021 - Road Development	Construction of Bridges and Major Culverts	0240010010 - Ministry of Works & Transport	21	48	State Wide	New	2025	2027	2,130,000,000	0	0	0	10,000,000	0	0	2,020,000,000	0	0	2,150,000,000	0	0	
49	02021 - Road Development	Feeder Roads Projects	0240010010 - Ministry of Works & Transport	21	48	State Wide	Ongoing	2024	2028	13,000,000,000	0	0	0	45,000,000	0	0	87,391,103,810	20,000,000,000	17,659,691,571	87,436,103,810	20,000,000,000	17,659,691,571	
50	02021 - Environmental friendly transport system	State Driving School	0240010010 - Ministry of Works & Transport	21	48	5min Kudu	Ongoing	2025	2026	150,000,000	0	0	0	125,000,000	0	0	0	0	0	125,000,000	0	0	
51	02023 - Road Maintenance	Commencement for the Construction of 1 No. Block of	0240010010 - Ministry of Works & Transport	21	48	Dutse	New	2025	2026	0	0	0	0	5,000,000	0	0	30,000,000	0	0	35,000,000	0	0	
52	02023 - Road Maintenance	Purchase of 1 No. Toyota Hilux 2024/2025 Model	0240010010 - Ministry of Works & Transport	21	48	Dutse	New	2025	2026	0	0	0	0	125,000,000	0	0	0	0	0	125,000,000	0	0	
53	02023 - Road Maintenance	Purchase of 1 No. Toyota Corolla 2023/2024	0240010010 - Ministry of Works & Transport	21	48	Dutse	New	2025	2026	0	0	0	0	55,000,000	0	0	0	0	0	55,000,000	0	0	
54	02023 - Road Maintenance	Maintenance of Kila - Bodin - Tsanganai - Maruta -	0240010010 - Ministry of Works & Transport	21	48	Gwaram	New	2025	2027	115,000,000	0	0	0	5,000,000	0	0	500,000,000	0	0	515,000,000	0	0	
55	02021 - Road Development	Upgrading of Surface dressing to Asphalt Overlay	0240010010 - Ministry of Works & Transport	20	55	State Wide	New	2026	2027	12,000,000,000	0	0	0	5,007,000,000	0	0	32,901,261,989	8,000,000,000	0	37,908,261,989	8,000,000,000	0	
56	02021 - Road Development	Construction of Roads for the Government Institutions	0240010010 - Ministry of Works & Transport	20	55	State Wide	New	2026	2028	2,979,000,000	0	0	0	4,500,000	0	0	2,000,000,000	975,000,000	0	2,04,500,000	975,000,000	0	
57	02021 - Environmental friendly transport system	Vehicle Inspection Office Operation	0240010010 - Ministry of Works & Transport	20	55	State Wide	Ongoing	2025	2026	100,000,000	8,000,000	0	0	100,000,000	0	0	30,000,000	0	0	138,000,000	0	0	
58	02023 - Road Maintenance	Maintenance of Madaci - Gann - Aljaya - Jibori - Njuru	0240010010 - Ministry of Works & Transport	20	55	Dutse	New	2025	2026	57,000,000	0	0	0	5,000,000	0	0	100,000,000	0	0	105,000,000	0	0	
59	02023 - Road Maintenance	Maintenance of Sakwaja - Kudu Feeder Road	0240010010 - Ministry of Works & Transport	20	55	Dutse	New	2025	2026	57,000,000	0	0	0	5,000,000	0	0	100,000,000	0	0	105,000,000	0	0	
60	02021 - Road Development	Upgrading of Rural Feeder Roads (A. Commencement)	0240010010 - Ministry of Works & Transport	19	60	State Wide	New	2026	2028	3,000,000,000	0	0	0	30,000,000	0	0	38,188,121,912	20,000,000,000	16,781,878,098	38,218,121,912	20,000,000,000	16,781,878,098	
61	02021 - Road Development	Gadab - Durbus - Jankasa - Kulegashu - Jajeri Road	0240010010 - Ministry of Works & Transport	19	60	Maiyastari	New	2025	2029	200,000,000	0	0	0	2,000,000	0	0	3,490,000,000	1,500,000,000	0	3,500,000,000	1,500,000,000	0	
62	02021 - Climate risk Infrastructure Master Plan	Develop a climate risk Infrastructure master plan and	0240010010 - Ministry of Works & Transport	19	60	State Wide	New	2025	2030	0	0	0	0	20,000,000	0	0	10,000,000	0	0	20,000,000	0	0	
63	020701 - Low Emission alternatives in urban centres	Introduce incentives for the adoption of compressed	0240010010 - Ministry of Works & Transport	19	60	State Wide	New	2025	2030	0	15,000,000	15,000,000	0	0	0	0	0	0	0	0	15,000,000	15,000,000	0
64	020801 - Vehicle Emission tracking devices on major	Install vehicle emission tracking devices on major roads	0240010010 - Ministry of Works & Transport	19	60	State Wide	New	2026	2030	0	0	0	0	25,000,000	10,000,000	0	10,000,000	0	0	25,000,000	10,000,000	0	
65	02023 - Road Maintenance	Installation of Solar for offices at Headquarters	0240010010 - Ministry of Works & Transport	17	65	State Wide	New	2026	2026	0	0	0	0	0	0	0	0	0	0	0	0	0	

Appendix III - Expenditure by Ministry of Works & Transport

Jigawa State Government Ministry of Works & Transport Sector Medium Term Sector Strategy 2026-2028: Expenditure by MDA

Administrative Segment Code	MDA Name	Personnel Expenditure			Other Recurrent Expenditure			Capital Expenditure			Total Expenditure		
		2026	2027	2028	2026	2027	2028	2026	2027	2028	2026	2027	2028
Total		1,004,779,000.00	449,256,800.00	453,599,368.00	8,183,405,354.88	367,340,000.00	360,713,400.00	287,274,394,601.90	104,935,304,552.96	73,267,547,439.51	296,462,578,956.78	105,751,901,352.96	74,081,860,207.51
023400100100	Ministry of Works & Transport	1,004,779,000.00	449,256,800.00	453,599,368.00	8,183,405,354.88	367,340,000.00	360,713,400.00	287,274,394,601.90	104,935,304,552.96	73,267,547,439.51	296,462,578,956.78	105,751,901,352.96	74,081,860,207.51