ENYIMBA ECONOMIC CITY (EEC)

A Global Business Hub In The Southeast Nigeria • A Free Trade Zone

Information Memorandum
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THE OPPORTUNITY

There is window of opportunity to capture quick commercial and economic wins through attracting light, labour intensive local and export oriented manufacturing to relocate production to Enyimba Economic City (EEC).

Two mega trends are creating this opportunity. First, comparative advantage in manufacturing is shifting globally. In the 70’s and 80’s manufacturing shifted to China. China was the World’s factory floor with over 85 Million light manufacturing jobs.

As it was the case with industrialized countries, China is entering and upgrading to higher/heavy industries. With rising labour cost, China is no longer competitive in labour intensive manufacturing. This is leaving huge space for developing countries, Nigeria being one, to enter first phase of labour intensive industrialization.

The second trend is the State policy of China especially the “One Belt and One Road” (OBOR) and China–African Industrialization Cooperation Initiative. This will create massive opportunity for developing countries to collaborate on developing infrastructure, which is one of the hindrances to industrialization.

While, Middle Income Countries (MIC) like India, Brazil, Indonesia etc. will continue their current pace of development, Nigeria is attractive to manufacturing. It has large local market, raw materials, young educated population, low wages etc.

Nigeria, through centres such as Aba, which has dynamic local manufacturing base is well positioned to drive new economy. Experience has shown that any country that captures the window of opportunity of global relocation of light manufacturing can grow dynamically and in one or two generations graduate into middle/ high income economy.

This is the opportunity Enyimba Economic City seek to create for Nigeria.
THE CHALLENGES

This opportunity has challenges. First, is that of infrastructure, power, road connectivity, logistics (seaport, airport and rail), communication etc. Second, skill/technical know-how to produce high quality goods at global competitive price and third, is enabling environment for industry, trade and investment.

In developing Enyimba Economic City, these challenges have been recognized and taken into consideration in choosing the site, designing the city and developing an implementation framework that will make Enyimba Economic City a preferred destination for global and domestic manufacturing transfer in Nigeria.
THE PROJECT

Enyimba Economic City (EEC) is a 9464 Hectares of Work, Live, Learn and Play City designed to have economics of agglomeration, environmentally conscious, efficient and sustainable centre of South-South/South-East of Nigeria.

It is an investment destination created to leverage on the opportunities Nigeria offers to bring about job creation and regional development through industrialization.

It is a Special Economic Zone (SEZ) under the Made In Nigeria for Export (MINE) programme of Federal Government of Nigeria.

The project is developed through a Public-Private Partnership (PPP) of a successful entrepreneurial companies represented by Crown Realities Plc, Abia State Government and Federal Government of Nigeria, with private sector providing leadership.

Hence, the business plan, management, regulatory framework, commercial and economic viability are modelled to be market driven strategies that will mitigate potential risks, with resilient management model to implement the project in timely manner.

It is proposed that Enyimba Economic City development will be the benchmark for setting up and operating other similar SEZs in Nigeria.
Connect five (5) Southeast and four (4) Southsouth States of Nigeria with captive population of over 60 Million locally, 192 Million nationally and 300 Million regionally (West Africa).

Have first class infrastructure including dedicated 24/7 power, driven by manufacturing and supported by enabler uses, Logistic, Medical, Entertainment, Education, Lifestyle, Residential and Aviation.

Attract proactively long-term local and foreign investments.

Have administrative regime as a Free Trade Zone that will create best practices and an enabling environment for Industry, Trade and Investment.

Promote the integration of Nigeria businesses (manufacturing and services) into regional and global value chains.

Provide generous incentives from Local, State and Federal Government for companies doing business in the city.

Create Model for Global best practice in provision of hard and soft infrastructure and the enabling environment for Industry, Trade and Investment, in Free Trade Zone in Nigeria.

Inclusive Growth, Diversified Economy with Growing Export and Thriving Business & Investment Environment
**Government's Vision Towards Industrialization**

**Government's Policies**
- Economic Recovery and Growth Plan (ERGP) – Increased focus towards diversification of the economy.
- National Industrial Revolution Plan (NIRP) – Accelerating the build-up of industrial capacity within Nigeria.
- Nigeria Vision 20; 2020 – Increasing production of processed and manufactured goods for export.

**Enyimba Economic City**
- Absence of any operational large scale organized industrial infrastructure in the region signifies opportunity to generate employment, promote domestic & foreign investments, etc.
- Industrial city envisaged to enhance Economic Growth, whereby there is seamless integration into the country's development and acts as a catalyst for realizing the government’s vision.
- Requirement to provide the region with a significant edge in attracting investments across both existing as well as new industrial clusters.
- Need to attract value-added manufacturing across upstream, midstream as well as downstream activities, while leveraging on natural resources (such as oil & gas, minerals, etc.) which are currently highly untapped.
- Realization of long term objectives to facilitate transformation from a resource based economy to a manufacturing/processing led region, gradually gaining recognition as a regional industrial hub.

**Enhanced Trade, Industry Diversification, Employment, Enhanced Infrastructure**
CONTINENTAL, NATIONAL & REGIONAL CONTEXT OF ENYIMBA ECONOMIC CITY
MACRO LEVEL ASSESSMENT

AFRICA OVERVIEW

• Primarily natural resource driven export economies ~ high vulnerability to global commodity prices owing to dependence on exports.

• Sustained growth witnessed over the past decade ~ led by factors such as macro-economic stability, improved private sector development policies and transparent governance.

• Growth in the continent dominated by select industrially developed economies ~ South Africa, Egypt, Kenya, Nigeria, etc.

• Nigeria ~ currently accounting for approximately 19% of the African GDP.

• Reduced dependence of economy on natural resources witnessed ~ Non resource rich countries among the fastest growing economies in 2015.

• Emerging markets characterized by unguarded economic growth and structural changes ~ investment focus shifting towards secondary sector activities.

Key Economies - Africa

<table>
<thead>
<tr>
<th>Region</th>
<th>Countries</th>
</tr>
</thead>
<tbody>
<tr>
<td>Northern Africa</td>
<td>Egypt, Morocco, Tunisia, etc.</td>
</tr>
<tr>
<td>Central Africa</td>
<td>Cameroon, Angola, Congo, etc.</td>
</tr>
<tr>
<td>Western Africa</td>
<td>Nigeria, Ghana, etc.</td>
</tr>
<tr>
<td>Eastern Africa</td>
<td>Kenya, Ethiopia, Mozambique, etc.</td>
</tr>
<tr>
<td>Southern Africa</td>
<td>South Africa, Namibia, etc.</td>
</tr>
</tbody>
</table>
NIGERIA / AFRICA

- Nigerian economy tops the chart amongst other African economies.

- Varied economic performance exhibited by the African countries in the past decade – slowdown in growth witnessed in the last few years due to low commodity prices and overall sluggish economy.

- East Africa leads the continent in terms of regional growth with countries like Ethiopia and Kenya witnessing double digit growth rates of 17% and 11% respectively.

- Major drivers of growth shifting from natural resources and primary commodities to increased domestic consumption demand.

- Positive growth prospects for the continent in future due to better macroeconomic management, increased diversification and an improved business environment.
AFRICA ECONOMIC POWERHOUSE (KENS)

• Approximately 50% of the total African GDP is contributed by KENS nations

• Structural economic changes, increased private participation and focus on manufacturing and services sector

• Sophisticated financial sector, improving export performances and growing secondary sectors driving economic growth

• Economically diversified countries are better guarded from the external shocks and continue to experience high growth rates despite global slowdown
ECOWAS REGION

- ECOWAS countries account for approximately 25% of the African GDP ~ US$ 561 Bn in 2016
- Further, Nigeria’s Economy accounts for two – third of the ECOWAS region’s economy
- ECOWAS countries witnessed a fall in the GDP after 2014 (from US$’ 724 Bn to US$’ 561 Bn) owing to fall in energy prices
- ECOWAS Nations have witnessed a strong growth rate of 11% from 2009-14 despite a fall in the GDP in a shorter run

Fall in oil prices, as well as prices of commodities and the fragile political situation in some countries
NIGERIA RESILIENT PRESENCE IN THE REGION

- Nigeria, one of the leading economies in Africa ~ highest contribution to GDP of Africa (approximately 19%)

- Nigeria has emerged as economically strongest country amongst ECOWAS and KENS nations ~ dominant country in the west as well as among the most economically powerful African countries

- Further, the manufacturing sector in the country has been emerging ~ increased manufacturing activities with a strong average year on year growth rate of 16% witnessed in the last decade

- Nigeria is located along the coastline of Gulf of Guinea, one of the major trade routes with the rest of the world ~ strong economy combined with strategic location makes it of high importance to the economy of Africa

- Nigeria stands as a strongest economy with the largest contribution to African GDP amongst ECOWAS & KENS Nations

Approximately 75% of GDP of ECOWAS countries comes from Nigeria
NIGERIA OVERVIEW

GDP GROWTH IN NIGERIA (2010 – 2016)

Nigerian economy registered a consistently high growth rate during 2010 – 14 → effective fiscal management of oil wealth, reforms in key areas of power & agriculture along with decentralized autonomy to the States

Declining economy post 2014 → falling oil prices leading to macroeconomic de-stability trickled down to almost across all sectors resulting to stagflation

- Decreasing dependence on primary sector
  - Increasing share of agricultural activities (from 45% during 2007 to 67% during 2016) along with decreasing share of Crude Petroleum & Natural Gas (from 44% during 2007 to 25% during 2016)
  - Further increasing share of tertiary activities in the economy primarily led by services such as Information & Communication, Real Estate and Professional & Scientific Services
  - Moderate growth witnessed across secondary sector ~ majorly owing to increased Government focus on manufacturing and value added activities

Sectoral Contribution to GDP

- 2005: Primary 43%, Secondary 6%, Tertiary 50%
- 2010: Primary 54%, Secondary 7%, Tertiary 39%
- 2016: Primary 58%, Secondary 9%, Tertiary 33%
CHANGE IN THE GDP COMPOSITION OVER THE YEARS

• GDP composition witnessed major changes in the last 5-6 years between 2010-2016. Significant rise in the share of tertiary sector from 51% in 2010 to 67% in 2016.

• Share of secondary sector witnessed a marginal increase during the period owing to increase in manufacturing and construction activities.

• Share of primary sector fell by approx. 11% from 38% to 27% during the period due to reduced mining and quarrying activities after 2014.

• The recent lower growth rate of the Nigerian economy has resulted in a renewed focus on economic diversification, promoting growth in the private sector, and driving growth in industry and services sectors of the economy.
• Primary sector dominated by activities in the agriculture and livestock segment.
• However, limited contribution to the overall GDP—scope for future growth.

• Contribution to secondary sector dominated by manufacturing followed by construction.
• Negligible contribution by utilities sector.

• Diverse activities contributing almost equally in the tertiary sector.
• Wholesale Trade, restaurants, and hotels has the major share of 35% followed by financial and real estate services accounting for 27%.
ASSESSMENT OF DIRECT FOREIGN INVESTMENT

- FDI in Nigeria reached a record level of US$’ 8.9 Bn in 2011 rising at a rate of 10% annually from 2005-2011
- Netherlands and USA are amongst the countries investing heavily in Nigerian economy ~ Attractive investment destination for European and American countries
- FDI inflow primarily directed towards oil and natural gas production ~ FDI inflows in 2015 were the lowest (US$’ 3.06 Bn)
- Limited absorptive capacity for foreign investment being witnessed in the Southsouth Southeast region except for oil related activities
- Recent policy reforms by the Government designed to improve private investment environment made Nigeria the top destination for FDI in Africa during 2016
NIGERIA’S TOP IMPORT - EXPORT PARTNERS IN AFRICA

Côte d’Ivoire
- Share: 22% of the total Nigerian Exports to Africa
- Major Commodities: Petroleum Oils, Natural Gas, Tobacco, Chemical Products like Soaps, Perfumes, Food products like Milk, Cream, etc.

Benin
- Share: 1% of the total Exports to Africa
- Major Commodities: Tobacco, Vegetables, Petroleum Oils, Motor Vehicles, parts and accessories, etc.

Ghana
- Share: 8% of the total Nigerian Exports to Africa
- Major Commodities: Tobacco, Petroleum Oils, Food products like Milk, Cream and Edible products, Non Alcoholic Beverages, etc.

Senegal
- Share: 9% of the total Nigerian Exports to Africa
- Major Commodities: Petroleum oil and gases, tobacco, food products such as Animal Feedstuff, fruits and nuts, metal bars, etc.

Cameroon
- Share: 10% of the total Nigerian Exports to Africa
- Major Commodities: Tobacco, Petroleum Oils, Glassware, Natural Gas, floating structures such as ships, boats, etc.

Egypt
- Share: 4% of the total Nigerian Exports to Africa
- Major Commodities: Natural Gas, Food Products like Oil Seeds, Butter and fats, Spices, Textile Yarn, etc.

South Africa
- Share: 40% of the total Nigerian Exports to Africa
- Major Commodities: Petroleum, Oil, Fertilizers, Natural Gas, Spices, Natural Rubber, Base Metals Waste and Scrap, etc.

Senegal
- Share: 9% of the total Nigerian Exports to Africa
- Major Commodities: Petroleum oil and gases, tobacco, food products such as Animal Feedstuff, fruits and nuts, metal bars, etc.

Cameroon
- Share: 10% of the total Nigerian Exports to Africa
- Major Commodities: Tobacco, Petroleum Oils, Glassware, Natural Gas, floating structures such as ships, boats, etc.

Egypt
- Share: 4% of the total Nigerian Exports to Africa
- Major Commodities: Natural Gas, Food Products like Oil Seeds, Butter and fats, Spices, Textile Yarn, etc.

South Africa
- Share: 40% of the total Nigerian Exports to Africa
- Major Commodities: Petroleum, Oil, Fertilizers, Natural Gas, Spices, Natural Rubber, Base Metals Waste and Scrap, etc.
NIGERIA’S TOP GLOBAL EXPORT PARTNERS

UNITED STATES OF AMERICA
- Share: 9% of the total World Exports
- Major Commodities: Oil & Gas, Food Items (Spices & Cocoa), Fertilizers, etc.

FRANCE
- Share: 6% of the total World Exports
- Major Commodities: Food & Beverages (Dairy Products), Natural Rubber, Oil & Gas, Crude Vegetable Material, Fertilizers, etc.

NETHERLANDS
- Share: 5% of the total World Exports
- Major Commodities: Oil & Gas, Food Products (Spices, Cocoa, Nuts, etc.), Metallic Scrap, Leather, etc.

BRAZIL
- Share: 5% of the total World Exports
- Major Commodities: Oil & Gas, Fertilizers, Footwear, etc.

SPAIN
- Share: 8% of the total World Exports
- Major Commodities: Oil & Gas, Food Items (Spices & Cocoa), Textile Products, etc.

NETHERLANDS
- Share: 24% of the total World Exports
- Major Commodities: Oil & Gas, Food Products (Spices, Cocoa, Nuts, etc.), Metallic Scrap, Leather, etc.

INDIA
- Share: 5% of the total World Exports
- Major Commodities: Oil & Gas, Food Items (Spices & Cocoa), Metallic Scrap, etc.

SOUTH AFRICA
- Share: 5% of the total World Exports
- Major Commodities: Oil & Gas, Food Items (Spices & Cocoa), Metallic Scrap, etc.
NIGERIAN TOP GLOBAL IMPORT PARTNERS

UNITED STATES OF AMERICA
- Share: 3% of the total World Imports
- Major Commodities: Tobacco, Essential Oils, Special Purpose Machinery, Electrical Machinery, Motor Vehicles, etc.

UNITED KINGDOM
- Share: 5% of the total World Imports
- Major Commodities: Tobacco, Essential Oils, Special Purpose Machinery, Electrical Machinery, Motor Vehicles, etc.

NETHERLANDS
- Share: 3% of the total World Imports
- Major Commodities: Ships, Boats, Seafood, Textile Articles, Chemical Products, Polymers, Special Purpose Machinery, Motor Vehicles, etc.

CHINA
- Share: 25% of the total World Imports
- Major Commodities: Plastic Products, Insecticides, Rubber Tyres, Construction Materials (Clay), Aluminium, Other Machinery & Equipment, Electronic Items, Motorcycles, etc.

GERMANY
- Share: 5% of the total World Imports
- Major Commodities: Frozen Seafood, Natural Rubber, Petroleum Oil, Veterinary Medicaments, Purpose Engine, Essential Oils, Special Machinery (Combustion Rotating Electric Plant, etc.), Aircraft & associated equipment, etc.

REPUBLIC OF KOREA
- Share: 5% of the total World Imports
- Major Commodities: Frozen Seafood, Natural Rubber, Petroleum Oil, Veterinary Medicaments, Special Purpose Machinery, Motor Vehicles, etc.

INDIA
- Share: 4% of the total World Imports
- Major Commodities: Agricultural produce such as Rice, Pharmaceutical including veterinary medicaments, Plastic Products, Rubber Tyres, Metals, Machinery & Equipment, Specialized Machinery, Motorcycles, etc.
Historically, robust growth in Nigeria’s oil sector generated a Current Account Balance (CAB) of approx. 8.8% of its GDP.

Sliding oil prices led to a substantial decline in the exports → resulting in reduction in Current Account Balance.

Further, a sharp decline in imports witnessed over the last few years → improving the Current Account Balance.

Manufacturing led growth expected to positively impact international trade dynamics in Nigeria.

Intra-regional trade of Nigeria at Africa as well as Global level → potential to enhance export opportunities of finished and semi-finished goods with optimal utilization of varied natural resources.
Nigerian Transition to a Non-Oil Economy

- Increasing Share of Non-oil Exports - a positive outcome led by Government initiatives towards economic diversification.

- Government's focus on economy diversification by increasing manufacturing & value add activities expected to decrease dependence on non-oil exports → important to reduce risk arising due to fluctuation in international markets.

- Potential for Subject Site to Draw Substantial Related Advantages in Manufacturing & Value Add Activities.

Recent trends of increasing share of non-oil exports → Government focus on non-oil export diversification to counter the economy from external shocks.

Higher dependence on oil → Substantial share of Oil Exports in Nigeria’s total exports.

<table>
<thead>
<tr>
<th>Year</th>
<th>Total Oil Exports (USD Bn)</th>
<th>Total Non Oil Exports (USD Bn)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>2.34</td>
<td>1.57</td>
</tr>
<tr>
<td>2009</td>
<td>2.94</td>
<td>2.44</td>
</tr>
<tr>
<td>2010</td>
<td>5.79</td>
<td>4.64</td>
</tr>
<tr>
<td>2011</td>
<td>9.76</td>
<td>5.84</td>
</tr>
<tr>
<td>2012</td>
<td>7.65</td>
<td>6.32</td>
</tr>
<tr>
<td>2013</td>
<td>4.62</td>
<td>4.32</td>
</tr>
<tr>
<td>2014</td>
<td>5.83</td>
<td>4.65</td>
</tr>
<tr>
<td>2015</td>
<td>4.14</td>
<td>3.27</td>
</tr>
<tr>
<td>2016</td>
<td>3.13</td>
<td>1.90</td>
</tr>
</tbody>
</table>
NIGERIAN FAVOURABLE DEMOGRAPHY

- Employable population of Nigeria, within the age group (15 – 64) – accounting for 55% of the total population → significant source of existing manpower for the country

- Younger population, currently under educated - expected to enter manpower pool in the future, also account for almost 42% of total population

- With approximately 193 Mn people, Nigeria accounts for approximately half of West Africa’s population

- Approximately 42% of the existing population currently in the age group of 0 - 14 years ~ expected to provide healthy manpower pool in the future as well (medium to long term horizon)

- Only 3% of the total population currently in age group of 64 years & above ~ primarily due to the lower average life expectancy of the country → need of better quality healthcare facilities
NIGERIAN INFRASTRUCTURE - AIRPORTS

• Country has 4 operational international airports and 7 major domestic airports

• Preferred destination for over 22 foreign carriers owing to Bilateral Air Services Agreements with over 78 countries

<table>
<thead>
<tr>
<th>Name</th>
<th>Cargo Handled (Mn Kg)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Abuja Airport</td>
<td>19</td>
</tr>
<tr>
<td>Kano Airport</td>
<td>12</td>
</tr>
<tr>
<td>Lagos Airport</td>
<td>167</td>
</tr>
<tr>
<td>Port Harcourt Airport</td>
<td>9</td>
</tr>
</tbody>
</table>

Cargo Handled at major airports (2015)
SEA PORTS

- Currently ranked 7th in West Africa in terms of Quality of Ports Infrastructure
- Surge in cargo throughput in recent years owing to increased private participation

### Details for Greenfield Port Projects

<table>
<thead>
<tr>
<th>Name</th>
<th>Expected Capacity</th>
<th>Expected Completion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lekki Deep Sea Port</td>
<td>2.7 Mn TEUs</td>
<td>2019</td>
</tr>
<tr>
<td>Badagry Deep Sea Port</td>
<td>1.8 Mn TEUs</td>
<td>2018</td>
</tr>
<tr>
<td>Ibom Deep Sea Port</td>
<td>9 Mn TEUs</td>
<td>2018</td>
</tr>
</tbody>
</table>
RAILWAY

Currently made up of 3,505 route kilometres and 4,332 track kilometres.

Undergoing rehabilitation and modernization supported by the Federal Government to enhance transportation and logistics capability.

Ongoing railway expansion and modernization projects to enhance connectivity enabling transportation and logistics related activities and give a boost to the economy.

Nigerian Rail network is the largest in Africa and 47th largest in the world.

Country has signed a contract with the China Railway Construction Corporation to build a 3,218 km high-speed rail network.

Expected to boost to the economy, connecting Lagos, Kano, Kaduna, Wani, Bauchi, Abuja, and Port Harcourt.
Nigeria with a total road network of 193,200 km is the 27th longest in the world and 2nd in Africa, however, only about 15% of roads are paved.

The road sector accounts for about 90% of all freight and passenger movements in the country.

Although the Federal road network constitutes 18% of the total national network, it accounts for about 70 per cent of the national vehicular and freight traffic.

Roads in the influence region are currently in a deteriorated condition. Need to undertake more road rehabilitation and development projects by Private Players as well as State, backed by the support from Federal Government.

Currently undergoing major rehabilitation and development work, expected to enhance connectivity across States as well as neighbouring countries like Niger, Chad and Cameroon.
Southsouth and Southeast States of Nigeria forms part of the Influence Region.

Located in Abia, the subject site is in proximity to neighboring states of Imo, Rivers, Enugu, Ebonyi, Akwa Ibom, Bayelsa, Cross River and Anambra.

The region is endowed with abundant natural resources of industrial as well as domestic value; further, presence of commercial ports, inter-linked highways and airports makes the region a commercial hub.
OPPORTUNITY SNAPSHOT

**Economy & Investments**
Largely driven by Industrial activity, GDP of the Influence Region contributes more than 35% of Nigeria’s GDP; further, rising investments witnessed in the region.

**Demographics**
Densely populated region – More than one fourth population of Nigeria lies in the influence region.

**Infrastructure**
Presence of commercial Sea Ports, Airports and upgradation of expressways and highways across the Influence Region is expected to further promote industrial activity.

**Industrial Activity & Raw Material**
Influence region characterized by presence of Industrial base along with companies present across major industries such as Oil & Gas, Textiles, Leather, etc.; further, presence of key industrial raw material to support downstream activities.

**Real Estate**
Negligible presence of organized real estate activity in the influence region ➔ increasing economic activity to enhance the demand for organized real estate activity across key sub-segments.
More than 25% of Nigeria’s population within a radius of 100-150 km from the subject site

75% of total population under working age (15 – 64 year) in the influence region – rich base for labor force

Young population base coupled with high literacy rates, as compared to the Nigerian average of 59%, acts as a major source of potential present and future human capital
EDUCATION

PRIMARY & SECONDARY EDUCATION
- 5 South-East and 4 South-South States among top 10 in performance in the West African Senior School Certificate of Education examinations.
- Further, presence of more than 11,000 primary schools in the region - approximately 18% of the total Primary Schools in Nigeria enrolling approximately 5.5 Mn students.
- Approximately 2,700 public junior secondary schools present in the States making up Further, 25% of the total Junior Secondary Schools in Nigeria enrolling more than 1.1 Mn students.

TERTIARY EDUCATION
- Tertiary education supported by presence of State Universities in every State as well as polytechnics and technical colleges of education.
- Nigeria's first indigenous university, (University of Nigeria, Nsukka (UNN)), is located in Enugu State.

<table>
<thead>
<tr>
<th>State</th>
<th>Literacy Rate (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Abia</td>
<td>85.10</td>
</tr>
<tr>
<td>Akwa Ibom</td>
<td>89.50</td>
</tr>
<tr>
<td>Anambra</td>
<td>82.10</td>
</tr>
<tr>
<td>Bayelsa</td>
<td>74.90</td>
</tr>
<tr>
<td>Cross River</td>
<td>70.40</td>
</tr>
<tr>
<td>Delta</td>
<td>79.30</td>
</tr>
<tr>
<td>Ebonyi</td>
<td>62.50</td>
</tr>
<tr>
<td>Edo</td>
<td>71.80</td>
</tr>
<tr>
<td>Enugu</td>
<td>73.20</td>
</tr>
<tr>
<td>Imo</td>
<td>74.30</td>
</tr>
<tr>
<td>Rivers</td>
<td>80.30</td>
</tr>
</tbody>
</table>

- Universities include Abia State University, Nnamdi Azikiwe University (UNIZIK), Imo State University, etc.
- There is demand and supply gap in tertiary education in the region witnessed in Students applying for higher education in universities vis a vis the students enrolling in the universities - need for more institutions in the tertiary sector.
Influence Region consists of economically strong States with 8 out of 11 States forming part of Nigeria’s 20 richest States.

- Backed by oil and gas industries as well as agriculture, the States contribute more than 35% to GDP of Nigeria.

- Rivers, Delta, and Imo contribute approximately half to the GDP of the region due to presence of infrastructure like ports and waterways.

- Owing to the presence of natural resources along with supporting infrastructure, economy of the influence region largely driven by Industrial Activity.

### State wise GDP Bifurcation of the Influence Region (2015)

<table>
<thead>
<tr>
<th>States</th>
<th>GDP 2015 (USD Mn)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rivers</td>
<td>33,700</td>
</tr>
<tr>
<td>Delta</td>
<td>20,800</td>
</tr>
<tr>
<td>Imo</td>
<td>18,300</td>
</tr>
<tr>
<td>Edo</td>
<td>14,700</td>
</tr>
<tr>
<td>Akwa Ibom</td>
<td>14,400</td>
</tr>
<tr>
<td>Abia</td>
<td>12,000</td>
</tr>
<tr>
<td>Others*</td>
<td>38,400</td>
</tr>
</tbody>
</table>

* Others include Cross River, Anambra, Bayelsa, Enugu, and Ebonyi.
General Electric would be investing a sum of USD 2.7 Bn on infrastructure, operation and maintenance of the entire narrow gauge lines concession.

Inner Galaxy Steel Company is a recent Chinese Investment in Abia State.

Calabar Free Trade Zone present in Cross Rivers State has witnessed significant interest from investors.

Further, ENPOWER FTZ in Enugu expected to attract USD 500Mn of FDI.

Current levels of investments in the Influence Region on account of increased industrial and manufacturing activities and presence of support infrastructure → indicative of a shift from established states towards emerging states.
INDUSTRIAL SNAPSHOT

OIL & GAS
- Region characterized by presence of oil and gas reserves. Bayelsa contributes approx. 60% of the country’s total LNG.
- Delta, Akwa Ibom, Bayelsa and IMO among the most important oil-producing states of Nigeria.
- Companies such as Shell, Nigeria AGIP, Chevron, etc. are present in the region.

TEXTILES & WEARING APPAREL
- Textile manufacturing present in Anambra, Enugu and Delta.
- Presence of several medium-scale industries indulged in cotton fields, weaver looms, etc.
- Further, it is estimated that Aba hosts around 50,000 garment makers.
- Companies such as Da Viva Textiles, Sunflag Group Nigeria Ltd., Haffar Industrial Company Ltd. are present in the region.

FOOD & BEVERAGE
- Resource-rich region supporting the industry by providing key raw material.
- Industrial activity present in the region includes food processing, breweries, bottling, etc.
- Dozzy Food Industries Ltd., Nigerian Breweries, Golden Guinea Breweries.

METALS & ENGINEERING
- Presence of metals like lead/zinc, iron ore, etc. has lead to industrial activity in the metal production and fabrication.
- Galvanised steel iron produced in the IMo State, aluminium products are manufactured in the Rivers State.
- Further, presence in the South South States of Rivers and Cross River Nestoil Nigeria Ltd (Steel Fabrication); Abia Metallurgy Complex; Tonimas aluminium plant.

NON METALLIC MINERALS
- Influence region produces 12% of country’s solid minerals.
- Limestone and granite produced in abundance. Opportunity to undertake activity in the manufacturing sector.
- Presence of the industry witnessed in Ebonyi, Cross River, Delta & Rivers, etc.
- International Glass Industries Ltd.; Abia Cement Company Ltd.; Ibeto Group (Cement Manufacturing).

LEATHER PRODUCTS
- Aba, the commercial hub of Abia State, has one of the largest concentrations of micro, small and medium enterprises in Nigeria engaged in leather works, garment making, steel fabrication, etc.
- The Government has established a leather and garments cluster in Aba city. Further, a leather research and development centre in Aba has been approved in an effort to boost the leather industry in the state.
- Aba Textile Mills PLC
- Udeofson Garment Factory Nigeria Plc.
SITE SUPERIOR CONNECTIVITY

- Superior connectivity through two major highways ~ A342 from Ikot Ekpene and A3 from Port Harcourt.
- A3 highway is planned to be upgraded for enhanced connectivity.
- Proximity to major sea ports ~ Onne Port and Port Harcourt.
- Onne Port & Port Harcourt are at a distance of approx. 40 – 45 km from subject site.
- Further, Calabar Port and Akwa-Ibom Port (upcoming) are approximately 100 – 60 km from the subject site.
- Captive population included in 50, 100 and 150 km radius.
Proximity to major airports:

- Port Harcourt International Airport – 45-50 km
- Sam Mbakwe Airport (Owerri) – 55-60 km

Nearby Railway Stations:

- Aba Railway Station – 15-20 km
- Large concentration of industries is located along the expressway linking Aba with other cities in south such as Port-Harcourt → presence of approximately 250+ clusters in Aba, actively engaged in producing products that are exported
- Potential for subject site to draw advantages from existing industrial base and infrastructure
GROWTH INDUSTRIES ASSESSMENT:
AFRICA, NIGERIA, SOUTH SOUTHWEST SOUTHEAST REGION

Based on an assessment of the existing industrial scenario carried out by CBRE and other critical factors, a preliminary set of industry sectors have been identified for deriving potential opportunities for the subject development.

<table>
<thead>
<tr>
<th>Shortlisted Industry Sector</th>
<th>Ranking</th>
</tr>
</thead>
<tbody>
<tr>
<td>Food Products</td>
<td>1</td>
</tr>
<tr>
<td>Downstream Oil &amp; Gas</td>
<td>2</td>
</tr>
<tr>
<td>Textiles</td>
<td>3</td>
</tr>
<tr>
<td>Other Non-metallic Mineral Products</td>
<td>4</td>
</tr>
<tr>
<td>Chemicals and Chemical Products</td>
<td>5</td>
</tr>
<tr>
<td>Rubber and Plastic Products</td>
<td>6</td>
</tr>
<tr>
<td>Fabricated Metal Products</td>
<td>7</td>
</tr>
<tr>
<td>Basic Metals</td>
<td>8</td>
</tr>
<tr>
<td>Beverages</td>
<td>9</td>
</tr>
<tr>
<td>Wearing Apparels</td>
<td>10</td>
</tr>
<tr>
<td>Motor Vehicles, Trailers and Semitrailers (Auto &amp; Auto Components)</td>
<td>11</td>
</tr>
<tr>
<td>Leather and Related Products</td>
<td>12</td>
</tr>
<tr>
<td>Machinery and Equipment</td>
<td>13</td>
</tr>
<tr>
<td>Pharmaceuticals</td>
<td>14</td>
</tr>
<tr>
<td>Electrical Equipment &amp; Electronics</td>
<td>15</td>
</tr>
<tr>
<td>Paper &amp; Paper Products</td>
<td>16</td>
</tr>
</tbody>
</table>
DIVERSE INDUSTRY MIX ACROSS THE VALUE CHAIN

**Thrust Industry Sectors**
- Core Positioning Platform – Anchor Industries
- New Industry Opportunities
- Key USP of the Subject Zone – Adding opportunities Across Value Chain

**Support Industries**
- Diversification opportunities
- Additional Employment Generation
- Offering Inter-industry Synergies

**Ancillary Industries**
- Support Industries
- New Industry Opportunities – Derived Demand
- Inter-industry Linkages
- Sporadic Influx

**Target Industries**
- Food & Beverages
- Textiles & Wearing Apparels
- Downstream Oil & Gas
- Chemicals and Chemical Products
- Non-metallic Mineral Products

**Diverse Positioning**
- Basic Metals
- Fabricated Metal Products
- Machinery and Equipment
- Motor Vehicles & Assembly
- Electrical Equipment & Electronics
- Pharmaceuticals
- Leather and Leather Products

**Support Industries**
- Paper & Paper Products
- Rubber & Plastic Products
## Site Advantages and Key Considerations

<table>
<thead>
<tr>
<th>Growth Driver / Pre-Requisites</th>
<th>Strengths / Opportunities</th>
<th>Key Consideration Factors</th>
</tr>
</thead>
</table>
| **Resource Availability**     | • Presence of ample Natural Resources & Mineral Reserves in the vicinity  
  ➢ Cocoa, cashew, oil palm, cassava, fruits, minerals such as limestone, gypsum, iron, zinc, lead, Salt, Kaolin, Oil & Gas  
• Favorable demographics ~ with more than 55% of population within working age group acting as ready manpower base  
• Further, young population below 15 years to act as future labor force  | • Current focus on direct export of resources ~ need for industry platform to kick-start value added production  
• Skill Up-gradation & Training is a critical aspect to be addressed  |
| **Manpower**                  |                           |                           |
| **Existing Industrial Base**  | • Largest concentration of industries is located along the expressway linking Aba with other cities in south such as Port-Harcourt  
• There are approx. 250 clusters in Aba, actively engaged in producing products that are exported  | • Entire Value Chain across industries not being tapped currently  
• Need for diversification due to high dependence on oil and gas  |
| **Logistics / Physical Infrastructure** | • Strategic location with proximity to major trade routes and sea ports like Port Harcourt and Onne Port, international airport, planned inland ports in the State acting as robust logistics infrastructure  
• Further, Roads and Rail infrastructure upgradation underway  | • Potential improvement opportunities with respect to road & rail infrastructure ~ critical for movement of goods (domestically & to international markets)  |
MASTER PLAN
**DEVELOPMENT CONCEPT**

**WORK LIVE LEARN PLAY**

**Connected**
To place Enyimba as the new Centre of the Southsouth and Southeast States with strong overland linkages and accessibility to other key growth nodes. Well-built infrastructure gives added advantage in enhancing both the business and living environment.

**Integrative**
Enyimba presents an opportunity to demonstrate how integrative uses of land can exist harmoniously together.

**Innovative**
Enyimba will be the mecca of science and technology in South-south and South-east, where industry, research and academia collaborate to foster an innovative cluster.

**Inclusive**
The design consideration of public community spaces is planned for all segments of the population - the young, families, the aged and the disabled.

**Walkable**
The plan for Enyimba will improve the proximity of people’s homes to their workplaces, attraction centers and social amenities.
This section illustrates the Project Positioning outcomes. Enyimba Economic City is envisioned to kick start with Industrial and Logistics development. The two key components are considered the anchors to the whole development, and are expected to attract investors and industrial players which results in substantial land off-take and investments.

Industrial and Logistics are not the only focus in Enyimba Economic City. The development will have product mix that balances the industrial and logistics in harmony. Supporting the major anchor is Residential Township to house the employees and their families within Enyimba Economic City.

There are also footfall drivers and value enhancers distributed such as entertainment zone, healthcare zone and education hub. These supporting mix components will generate maximum footfall to Enyimba Economic City, thus enabling destination positioning and supporting demand for other components.

All these creates sub-cities within Enyimba Economic City development and they are all supported with commercial, retail and hospitality to make the stay and work in the City enjoyable.
LAND USE DISTRIBUTION

ZONE DEFINITION
1 LOGISTICS / INLAND PORT
2 TRAILER PARK
3 WHOLESALE MARKET
4 FIRST INDUSTRIAL TOWNSHIP
5 OIL AND GAS CLUSTER
6 ENTERTAINMENT
7 HEALTH CITY
8 EDUCATION CITY
9 CENTRAL BUSINESS DISTRICT
10 MAIN RESIDENTIAL TOWNSHIP
11 THIRD INDUSTRIAL TOWNSHIP
12 FOURTH INDUSTRIAL TOWNSHIP
13 AIRPORT RESERVE
<table>
<thead>
<tr>
<th>SEGMENT</th>
<th>COMPONENT</th>
<th>GROSS AREA</th>
<th>NET AREA</th>
<th>PERCENTAGE %</th>
</tr>
</thead>
<tbody>
<tr>
<td>Anchor Components</td>
<td>• Industrial Township</td>
<td>4935</td>
<td>3949</td>
<td>42</td>
</tr>
<tr>
<td></td>
<td>• Logistics District</td>
<td>755</td>
<td>755</td>
<td>8</td>
</tr>
<tr>
<td>Mini Anchor</td>
<td>• Residential Township</td>
<td>1612</td>
<td>1289</td>
<td>14</td>
</tr>
<tr>
<td>Footfall Drivers</td>
<td>• Entertainment &amp; Recreational City</td>
<td>291</td>
<td>233</td>
<td>2</td>
</tr>
<tr>
<td>Value Enhancers</td>
<td>• Healthcare &amp; Wellness City</td>
<td>100</td>
<td>80</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>• Knowledge &amp; Innovation City</td>
<td>179</td>
<td>144</td>
<td>2</td>
</tr>
<tr>
<td>Support Components</td>
<td>• Commercial, Retail &amp; Hospitality</td>
<td>1131</td>
<td>926</td>
<td>10</td>
</tr>
<tr>
<td>Airport &amp; Hanger</td>
<td></td>
<td>461</td>
<td>461</td>
<td>5</td>
</tr>
<tr>
<td><strong>Total Area</strong></td>
<td></td>
<td><strong>9464</strong></td>
<td><strong>7837</strong></td>
<td><strong>100</strong></td>
</tr>
</tbody>
</table>
ANCHOR COMPONENTS
INDUSTRIAL TOWNSHIPS, 4 NR, 3949 HECTARES

Industrial and logistics development are the anchors of Enyimba Economic City. Current Economic Scenario warrants development of world-class industrial park with organized industrial products aimed at attracting a diversified base. The following list is the development rationale for the City.

Four (4) industrial townships are spread on the western and eastern sides of Enyimba Economic City to separate the dominant traffic. Industrial and Logistics Cluster attracts heavy vehicles such as 40-footer trailers and buses. Full load heavy vehicles are not encouraged to cut across CBD and Residential Township but shall proceed to Expressways and Railway.

Absence of any operational large scale organized industrial infrastructure in the region signifies opportunity to generate employment, promote domestic & foreign investments, etc.

Industrial city envisaged to enhance Economic Growth, whereby there is seamless integration into the country's development and acts as a catalyst for realizing the government’s vision.

Requirement to provide the region with a significant edge in attracting investments across both existing as well as new industrial clusters.

Need to attract value-added manufacturing across upstream, midstream as well as downstream activities, while leveraging on natural resources (such as oil & gas, minerals, etc.) which are currently highly untapped.

Realization of long term objectives to facilitate transformation from a resource based economy to a manufacturing / processing led region, gradually gaining recognition as a regional industrial hub.
Industrial Township 1 will be developed together with main logistics cluster on the northwestern side of Enyimba Economic City. It has advantages of direct access to A3 Expressway, Proposed Owerri-Port Onne Expressway and Railway Line. The Site is considered as the most promising site to be developed first.

The existing railway line cut across industrial township 1 is crucial for intermodal hub. Rail siding into the industrial and logistics cluster is envisaged to provide enhanced transportation linkages.

Each Industrial Township will have unique selling points - Industrial Township 1 will have a dry port and logistics cluster, Industrial Township 2 is specializing in Oil and Gas Industry, Industrial Township 3 has an airport to boost the air logistics in the region, Industrial Township 4 is abutting Imo River.

The total industrial land provision in Enyimba Economic City is 3949 Hectares spread across the four (4) Industrial Townships. The projected absorption rate annually is as shown below:

---

<table>
<thead>
<tr>
<th>Year</th>
<th>Industrial Township Land Absorption (Cumulative Hectares)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2020</td>
<td>93</td>
</tr>
<tr>
<td>2025</td>
<td>866</td>
</tr>
<tr>
<td>2030</td>
<td>2,168</td>
</tr>
<tr>
<td>2035</td>
<td>2,754</td>
</tr>
<tr>
<td>2040</td>
<td>3,949</td>
</tr>
</tbody>
</table>
---

- **Year 2020**: 93 Hectares
- **Year 2025**: 866 Hectares
- **Year 2030**: 2,168 Hectares
- **Year 2035**: 2,754 Hectares
- **Year 2040**: 3,949 Hectares
LOGISTICS, 755 HECTARES

Geographical Advantage
Enyimba Economic City is strategically located in the center of Southsouth and Southeast States of Nigeria which is situated in between Aba with Port Harcourt and Owerri with Akwa Ibom, which enjoys multimodal linkages through seaport, airport, rail and road network.

Excellence Linkages
Enyimba Economic City is characterized by the presence of A3 Expressway connecting the City to inland to the rest of Nigeria. Additional the City is well connected through vast road network with urban centres such as Aba and Port Harcourt. The immediate influence region (Southsouth and Southeast Region) provides 60 million catchment population and cross border catchment will further open up opportunity to cater for 300 million catchments.

Industrial Development
In the coming years, Enyimba Economic City will emerge as a manufacturing hub and with improved multimodal transportation infrastructure, the logistics industry is poised for accelerated growth. The City is expected to result in substantial cargo generation, primarily as a result of international and domestic trade activities entailing faster movement of goods. Furthermore, with the advent of increased investment, influx of technology and e-commerce, the demand for warehousing and storage space is expected to surge, which will eventually be beneficial for the overall logistics sector.

Multimodal Connectivity
- Container Freight Station
- Warehouses (Covered/Bonded)
- Railway Siding
- Truck Terminal/ Trailer Park
- Wholesale Trading Market

Dry Port

Catchment (Market)
- Influence Region Catchment (Southsouth & Southeast States)
- Cross Border Catchment
- Two ports - Port Harcourt & Port of Onne
- Upcoming port - Ibom Deep Sea Port
- Expressway - a3 & a342
- Proposed Owerri-Port Onne Expressway
- Two airports - Port Harcourt & Owerri Airport
- Aba railway station
- Upcoming coastal railway line → Lagos to Calabar
Integrated Multi-Modal Logistics Park planned for Enyimba Economic City include a full custom dry port, warehousing, truck terminal, wholesale market etc.

The total land area reserved for this is 755 hectares, and represents 8% of land use. Demand for logistics will be driven by significant growth envisaged for industrial developments on the region, and in line with the envisioned domestic as well as export synergies from the project.

Development of dedicated logistics infrastructure during the initial phases is expected to be critical to promote overall industrial and economic growth in the region.

Presence of adequate connectivity infrastructure for manufacturers looking at setting up in the zone is to be one of the key deciding factors owing to the currently nascent stage of development.
MINI ANCHOR

RESIDENTIAL TOWNSHIPS, 1277 HECTARES

Depending on the actual industrial development on site, the residential use adjacent and within the industrial park shall follow Environmental Regulations. Environmental buffer shall be established to safeguard the residents staying nearby industrial park.

In the event that proposed industries pose high/maximum risk to human being, residential zone is recommended to be shifted somewhere else.

Residential development in Industrial Park 03 is located adjacent to the reserve site for aviation industry. In the event that airport is being developed in the reserve site, the surrounding airport areas are subjected to height restrictions and Aviation Authority regulations.
A healthy and diverse residential population with varying age groups, socioeconomic groups and lifestyles contributes to the vibrancy of Enyimba Economic City.

The proposed Residential Township in Enyimba Economic City is an important component of the social infrastructure, because it ensures a balance of land uses and complements employment-generating uses by providing opportunities for workers to live near their jobs.

In total 908 hectares of main residential land use is allocated in the Residential Township adjacent to the CBD and Entertainment Zone.

There are also 4 Residential Zones in the Industrial and Logistics Parks. These four residential zones covers about 396 hectares.

It encourages diverse housing typologies including affordable housing for residents of all economic backgrounds. This is in addition to the luxurious housing options that will sell at higher premiums.

The proposed residential township also promotes a variety of housing densities. It shall include low, medium and high densities areas to offer multiple development concepts.

Greater emphasis shall also be given on providing accessibility to commercial zone, parks, open spaces, social infrastructure and transportation hubs.
Projected annual absorption rate for residential is as shown.
FOOTFALL DRIVERS

ENTERTAINMENT & RECREATION, 233 HECTARES

It is noteworthy that Nigeria, a country of 192 million people has no destination development for leisure. The central location of the new city will make it attractive as an entertainment hub.

As Enyimba Economic City progresses into the future, it is expected that the economy in the Southsouth and Southeast Region will gradually improve. This is expected to be contributed by the rise of more middle class families as more people will be employed in the professional field and witness increase of household income. Therefore, 60 million local catchments with not more than 90 minutes driving distance to the city is a huge demography to cater for.

With time, it will become national and international entertainment destination.

The dedicated Entertainment Zone is distributed around the main gateway to Enyimba Economic City and covers about 233 hectares. The location and size for Entertainment Zone will be prominent such that the general public will notice it as they travel along A3 Expressway without having to turn-in into the Economic City.
The whole point of the Entertainment Zone in Enyimba Economic City is to fulfil social needs and to create memorable user enjoyment and experience. An enduring experience created to users can deliver the market value and generate premiums for the supporting development within the Entertainment Zone such as residences, hotels and business offices.

Besides, Enyimba Economic City will flourish with the presence of attractions to continuously generate visitors to the City. The lack of tourism destinations surrounding Enyimba Economic City give the City first-mover advantages.

Attractions in Enyimba Economic City can include Theme Park, Water Park, Film Studios, Casino & Gambling, Night Club, Cinema, Sports Centre etc.

Projected annual absorption rate for entertainment is as shown.

![Entertainment Land Absorption Graph](image)
VALUE ENHANCERS

HEALTHCARE & WELLNESS, 80 HECTARES

Enyimba Economic City is an integrated development which has multiple growth drivers and anchors. The City is envisaged to generate close to 625,000 jobs. The transient population and those living in the surrounding population centers will add to City population as they will also enjoy services offered in the City.

Proposed Healthcare Zone in Enyimba Economic City comprising 80 hectares and representing 1% of land use will ensure that long term provision for medical services are available and accessible for the City population and the visitors. The dedicated Healthcare Zone seeks to fulfil demand for medical services that may grow into medical tourism in future to cater to the regional demand from neighbouring cities and countries.

The dedicated zone also seeks to take advantage of opportunities to welcome back professionals in the medical field currently serving outside Nigeria. The vast biodiversity and natural environment surrounding Enyimba Economic City will also create diverse opportunities in healthcare and wellness.

These emerging opportunities motivated Enyimba Economic City to include 80 hectares of Healthcare Zone to address future growth. The proposed zone is distributed on the western side of the CBD.
Projected annual absorption rate for medical is as shown.
Proposed Education Hub in Enyimba Economic City will be a vibrant knowledge and innovation cluster to provide an environment that is collaborative, multidisciplinary and multifunctional. The Education hub will have mixed assets and amenities that appeal to the knowledge-workers, creative-class individuals and entrepreneurs who will empower the modern economy.

The plan will create an environment where students from different background and geographical locations can interact to enhance interpersonal skills, industrial skills, creativity, integration of ideas and spur commercial innovation.

Education Hub is proposed as a supporting anchor in Enyimba Economic City. The proposed site spans over 144 hectares distributed at the south of Central Business District with direct access to the Proposed Owerri-Port Onne Expressway towards the southern part and CBD loop-road towards its northern part.

To the west of Education Hub is the Healthcare Zone which has public and private medical institutions. To the east is the Golf Course & Country Club. The location of Education Hub is far from Industrial & Logistics Cluster that generally has heavy traffic. It provides the opportunity to develop the Education Hub into a suitable green and sustainable urban campus for everyone.
This includes having technical and vocational education institutes for skills training and upgrading, improving curriculum in school so that it is more market driven and competitive, and to encourage entrepreneurship and creative innovations for the people of Southsouth and Southeast Region.

The main components of the Education Hub includes various academic institutions (Eastern University, Enyimba Institute of Technology and Enyimba Vocational & Innovation Institute), vocational institutions, labs and research centres, incubators, makerspaces, co-working spaces, supporting ancillary uses such as library, commercial centre, students accommodation (hostel), recreational parks and green open spaces.

The Education Hub area is elongated along the main road and easy to be subdivided into smaller land parcels to follow the development phasing strategy.

Enyimba Economic City Development Corporation is planning to have a university within the City. The area requirement is around 100 hectares.
Projected annual absorption rate for knowledge & Innovation is as shown.
SUPPORT COMPONENTS
COMMERCIAL, RETAIL & HOSPITALITY, 820 HECTARES

The Central Business District
820 hectares
As the industrial land start to be taken up progressively in Enyimba Economic City, there will be a need for a full-fledged business and financial center to facilitate the growing economic transactions arising from the flourishing industrialization.

This is the commercial, retail & hospitality land use located within other commercial land use predominantly within the CBD and other zones.

Furthermore, as the new Economic City prosper into the new decade with a gradual increase in population, social demand for city living will be propelled for those in search of the ‘big city’ lifestyle.

The CBD will form the commercial and business centre, and be heavily characterized by prominent features. They include high density of well-connected roads and building network, multi-storey condominiums and hotels, modern shopping malls and pedestrian precincts, central park, cultural and historical attractions, monuments, museums, office towers, financial and banking towers, government offices, civic buildings and MNCs headquarters. These will best represent the central core image of Enyimba Economic City.

Ultimately as Enyimba progresses into the future, various land uses will mature over time with the incremental demand for city life. The real estate value of the CBD will naturally be enhanced and form the most premier district of the city.

Based on the number of new jobs and expected living population in Enyimba Economic City, the population growth will bring about a big change in the economy of the Southsouth and Southeast. The growth in population will fuel greater demand for more residential homes, schools and public facilities for families. It will also generate more demand for office spaces for business and investment needs, retail, services and hospitality, among many others.

The CBD is predominantly zoned for commercial use to ensure a critical mass of office uses which will reinforce the positioning of the area as a new investment hub.

Covering a combined area of 820 hectares, the CBD will have zones that collectively represents the strength of the CBD. Each of the zones possesses unique qualities which contribute towards the diversity and vibrancy of the city. The zones may include:

• Financial Center
• Retail & Shopping Belt
• Arts and Culture
• Government-related Offices & Public Institutions
• Public Plaza & Green Interactive Spaces
• Mixed-use Zone to include some residential areas

The residential use such as Service Apartments in Commercial Zone will keep the population in the city beyond office hours and make the city night life more interesting.
Projected annual absorption rate for commercial, retail & hospitality is as shown.
AVIATION, 461 HECTARES
As Enyimba Economic City progresses into the future, it is planned to have an international airport that will further establish the city as a logistics and global economic hub. A huge opportunity also exists for Aviation Training School and airplane maintenance hanger, as currently there is no maintenance hanger operational in the whole of West Africa Region.

Projected annual absorption rate for aviation is as shown.
OVERALL INFRASTRUCTURE PLAN
OVERALL INFRASTRUCTURE PLAN

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INFRASTRUCTURE DISTRIBUTION PLAN.................................62
  • POWER SUPPLY PLAN..............................................63-65
  • WATER SUPPLY PLAN.............................................66-67
  • COMMUNICATION & SURVEILLANCE.............................68
  • SEWERAGE.........................................................69-71
  • SOLID WASTE......................................................72-74
  • STORM WATER DRAINAGE........................................75-76
OVERALL INFRASTRUCTURE PROVISION

As a key pillar, infrastructure development plays a paramount role in determining the success of the Enyimba Economic City.

The strategic directions for infrastructure planning are summarized as follows:

• To optimize the use and efficiency of existing infrastructure
• To provide the highest standard and quality of infrastructure and utilities services
• To gear towards supporting a clean sustainable and high quality living environment

Existing Condition
The Imo River and the Azumini blue river bound the new city on the west to south and the east, which provide the potential for water supply, drainage and treated sewage discharge.

There are existing transportation network passing through the site and nearby area, including:

• National highway A3 (Port Harcourt-Enugu)
• Major and minor roads
• Railway from Aba to Port Harcourt

In addition, power lines & oil and gas pipes are present within the site and nearby area.

Enyimba Economic City Development Company Limited proposes to:

To take concession of the following roads from Federal Government, and rebuild and improve on them from four (4) lane to six (6) lane roads:

• Enugu/ Port Harcourt (green/ existing)
• Akwa Ibom/Enyimba Economic City/Obinze Owerri (green/ existing)
• Onne Port/ A3 (black/ proposed)

The importance of this is that the new City becomes the center of Southeast and Southsouth of Nigeria, connecting 9 States and all major cities with One and a half (1.5) hours’ drive time, maximum. It will draw all the economic activities proposed in the city from captive population of all the nine states in the Southeast/ Southsouth Nigeria.
INFRASTRUCTURE DISTRIBUTION PLAN
POWER SUPPLY PLAN

PROPOSED POWER SUPPLY

• 2 nos. 330/132/33kV (3 x 150MVA transformers each SS) and 3 nos. of 132/33kV (3 x 60MVA each SS) substations are proposed for the city.

• Interconnections between the 330kV substations are run mostly along the main highway.

• A total underground cabling system is proposed for all network within the development. Cable corridor for transmission cables is about 10m, and 3m for distribution cables on both sides of road reserves.

• Downstream distribution network involves medium voltage substations of 33kV and 11kV in ring network.

• The strategic direction for the development area is to provide adequate, reliable, and quality power supply to the area.

- Proposed 2 Nos of 330/132/33kV Substation (5ha each)
- Proposed 3 Nos of 132/33kV substation (2.5ha each)
- Upstream source from Geometric Power
- Proposed 132kV overhead lines from Geometric Power
- Proposed power line to follow proposed expressway

Geometric 141MW Power Plant Osisioma

540MW Dedicated Power Generation. Joint Venture of Shandong Ruyi & Geometric Power
The power requirement for the city based on land use is as indicated:

<table>
<thead>
<tr>
<th>Land Use Zoning</th>
<th>Total Power Demand (MW)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Industrial</td>
<td>671</td>
</tr>
<tr>
<td>Logistics</td>
<td>80</td>
</tr>
<tr>
<td>Healthcare &amp; Wellness</td>
<td>17.7</td>
</tr>
<tr>
<td>Entertainment &amp; Recreation</td>
<td>35.7</td>
</tr>
<tr>
<td>Knowledge &amp; Innovation</td>
<td>22</td>
</tr>
<tr>
<td>Commercial (Central Business District)</td>
<td>84.4</td>
</tr>
<tr>
<td>Commercial</td>
<td>46</td>
</tr>
<tr>
<td>Mixed-Use (Commercial &amp; Residential)</td>
<td>56.7</td>
</tr>
<tr>
<td>Residential</td>
<td>40.8</td>
</tr>
<tr>
<td>Green Buffer &amp; Open Spaces</td>
<td>9.2</td>
</tr>
<tr>
<td>Infra Roads</td>
<td>10.4</td>
</tr>
<tr>
<td>Infra Utility &amp; Corridor</td>
<td>1.2</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>1,075</strong></td>
</tr>
<tr>
<td><strong>After applying coincidence factor of 0.7</strong></td>
<td><strong>753</strong></td>
</tr>
</tbody>
</table>
Geometric Power

Existing power plant:

- Aba including the city is ring-fenced for power supply by the Federal Government of Nigeria for Geometric Power Limited.
- Installed generation at Osisioma with capacity of 3 x 47MW or total of 141MW and 1 on-going generator with capacity of 47MW, adding up to capacity of 188MW. Eventually capacity can be expanded up to 500 MW;
- Agreement reached with Geometric Power to extend 2 nos. 47MW feeder for phase 1 of EEC from the plant.

Further Proposed Power Plant:

- Second power plant in OGWE (OMA) is under planning with first stage capacity of 500MW and eventual capacity of 1080MW;
- Third power plant ADIA is under preliminary study with capacity of 500MW.
- Shandong Ruyi and Geometric Power Limited have entered into joint venture under RUYIGP to develop OMA for Enyimba Economic City.
- Shandong Ruyi has signed Power Purchase Agreement for 160MW from the OMA Plant.
WATER SUPPLY PLAN

Adequate water supply is central to life and civilization. Water uses are an important basis of economic development. Water services are vital for the well-being of the population and the economic development.

Providing a safe water supply has always proven an engine for driving development and promoting health.

PROJECTED WATER DEMAND

Based on the proposed land use distribution and projected population, the total water demand is as indicated. The water demand is estimated by using unit water demand for each land use. The unit water for industries demand varies according to the industry type and its value chain.

<table>
<thead>
<tr>
<th>Land Use Zoning</th>
<th>Total Water Demand (m³ / day)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Industrial</td>
<td>123,070</td>
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<tr>
<td>Logistics</td>
<td>22,000</td>
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<tr>
<td>Healthcare &amp; Wellness</td>
<td>4,300</td>
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<td>Entertainment &amp; Recreation</td>
<td>8,730</td>
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<tr>
<td>Knowledge &amp; Innovation</td>
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<tr>
<td>Commercial (Central Business District)</td>
<td>20,650</td>
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<td>Commercial</td>
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<td>Green Buffer &amp; Open Spaces</td>
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<tr>
<td>Infra Roads</td>
<td>9,550</td>
</tr>
<tr>
<td>Infra Utility &amp; Corridor</td>
<td>6,530</td>
</tr>
<tr>
<td>Total</td>
<td>309,390</td>
</tr>
</tbody>
</table>
Two potential river sources is considered:

**Azumini Blue River to the east**
The potable water transmission pipe from the WTP to the site will run along the Akwa Ibom / Enyimba Economic City road expansion to avoid extra land acquisition.

**Imo river to the west**
The potable water transmission pipe from the WTP to the site will run along the new field Azumini/Obinze road to avoid extra land acquisition.

Two Water Storage Facility (WSF) is proposed within the site. The potable water will be supplied from the WSF to users via water trunk pipe along the main spine road.

Although surface water from rivers is identified as water source for the project, other alternative water sources including ground water, rainwater harvesting and recycled water are explored to supplement the surface water supply.

The source for recycled water is from sewage treatment plant (STP). The recycled water is treated to standards required for its various uses (i.e. made fit-for-purpose). Recycled water is used for landscaping, industry, etc.
COMMUNICATION & SURVEILLANCE

Enyimba Economic City is designed as a smart city that will integrate Information and Communication Technology (ICT) and various physical devices connected to network like surveillance (Internet of Things - IoT) to optimize the efficiency of the city operation and services and connect the inhabitants of Enyimba Economic City.

Two (2) exchanges are planned for within the city for future connection to external network via optic fiber.
SEWERAGE

PROPOSED SEWERAGE SYSTEM

Sewage is collected in the city by a system of sewer (pipe) network and transported to a sewage treatment plant (STP) wherein, it is further treated to acceptable standards prior to discharge into a water body. STP(s) will be located at the relatively low terrain to facilitate gravity network.

Sewage will flow by gravitational force in the pipe line and pumping stations or lifting stations will be provided depending on the terrain and soil conditions.

To be located at points where there is any undulating terrain impeding the sewer line, or, when the sewer line has gone too deep into the ground thus making further deeper construction too expensive or not feasible, the lifting/pumping stations will carry the sewage flow to a higher elevation to be released for continuing the flow.

Some industrial tenants shall be required to pre-treat their wastewater to acceptable standards, prior to discharging into the proposed sewer.

REFERENCE

Indicative Location of STP : Sewerage Treatment Plant
Indicative Location of LS : Lifting Station
PROJECTED SEWERAGE FLOW

Based on the proposed structure plan, land use distribution and population projection of the various planning areas, the quantity of sewage flow generated is estimated. The sewage flow is calculated based on 80% of water consumption and in addition to that, 10% of average flow is considered as infiltration.

<table>
<thead>
<tr>
<th>Land Use Zoning</th>
<th>Total Sewage Flow (m³ / day)</th>
</tr>
</thead>
<tbody>
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<td>Infra Utility &amp; Corridor</td>
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<tr>
<td>Total</td>
<td>212,780</td>
</tr>
</tbody>
</table>

Sewerage Concept

Tenant with pre-treatment

Tenant without pre-treatment

Pumping station

Sewerage Treatment Plant

Sewer pipe
RECYCLE/REUSE OF TREATED WASTEWATER:

Besides having an efficient sewerage reticulation system, improving the recycling system and infrastructure will also be one of main thrusts in reducing the amount of wastewater. It is desirable that the treated wastewater is recycled / reused for gardening, irrigation, and industry. This aims to reduce demand on the potable water supply and contributes to sustainable urban development.

The quality of the effluent after treatment shall meet the standards for discharging into water bodies in accordance to the regulations.

Further treatment of the treated effluent from STP is considered as recycled water, which will be used for non-potable purposes like toileting flushing, gardening, etc.
SOLID WASTE

Solid waste has a very visible impact on the environment. Left alone, it is unsightly and smelly. Worse, it presents a threat to public health, water quality and even the ecosystem.

The proposed developments will result in generation of huge amounts of municipal solid waste due to urbanization and more industrial activities.

Effective disposal of the solid waste will be a major challenge in making the development more attractive, habitable and environmental friendly.

Waste is collected from designated refuse receptacles and conveyed to open dump sites from where it is conveyed to Government landfill in the interim.

In the future, modern waste recycle technology will be employed to manage waste from the city.
PROPOSED SOLID WASTE SYSTEM

The final disposal site will be the landfill sites planned by the state government. It is not advisable to locate landfill site within the project site. Two Solid Waste Facility will be proposed within the industrial area. The solid Waste Facility can co-locate with STP.

The Solid Waste Facility will include the following functions:

- Waste transfer station: waste from all over the site will be centralized here before sending to the landfill site.

- Resource recovery through sorting and recycling i.e. recovery materials such as paper, glass, metals etc. through separation.

- Resource recovery through waste processing i.e. recovery of materials such as compost or recovery of energy through biological, thermal or other processes.

- Waste transformation (without recovery of resources) through reduction of volume, toxicity or other physical/chemical properties of waste to make it suitable for final disposal.

The enforcement on the reducing waste at source, increasing the overall recycle and reuse rate of waste among the communities instead of keep increasing the number of landfill site will help to gear the development towards Zero Waste and Zero Landfill.

REFERENCE

Indicative Location of SWF: Solid Waste Facility
PROPOSED SOLID WASTE SYSTEM

The solid waste disposal is proposed to be an integrated approach embracing the collection, transfer, recovery, treatment (for hazardous waste) and disposal of both non-hazardous and hazardous waste respectively. The proposed integrated solid waste disposal system is very much in line with and proposed development. To implement proper waste disposal, various aspects are considered. These include collection and transfer, screening, source reduction, waste segregation, on-site storage, processing techniques and disposal.

PROJECTED SOLID WASTE GENERATION

Based on the land use distribution and population projection, the amount of solid waste has been worked out for various land uses.

<table>
<thead>
<tr>
<th>Land Use Zoning</th>
<th>Total Solid Waste Generation (m³ / day)</th>
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</thead>
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<td>Industrial</td>
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<td>Green Buffer &amp; Open Spaces</td>
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<td>Infra Utility &amp; Corridor</td>
<td>6</td>
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<tr>
<td>Total</td>
<td>924</td>
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</table>

Solid Waste Concept
STORM WATER DRAINAGE

As new initiatives, retention ponds will be introduced at the discharge outlet points as part of flood alleviation measures. A retention pond is an artificial flow control structure that is used to contain flood water. Retention ponds are used to mitigate the effects of storm water runoff by providing storage. The objective of a retention facility is to regulate the runoff from a given rainfall event and to reduce the impact on downstream storm water systems.

Successful retention facilities also have strong recreational or other community uses. Planning for retention will also consider the social, environmental, and recreational needs of each community.

As an integral part of the community it serves, a retention pond needs to blend into the landscape and into the community, such as introducing gentle side slopes, planting of trees and shrubs, and other landscaping features which can transform a retention basin into an attractive amenity for the neighbourhood.

The site is divided into 6 catchments based on the terrain. Drainage flow within each catchment is collected and transported to the proposed retention pond before discharging out of the site. Retention pond is located at lower point of the catchment to facilitate gravity drainage system. The size varies based on site condition. The collected rainwater in the retention pond is used for non-portable purpose.

The surplus rainwater is discharged to the river via created channel between the site and the river.
STORM WATER DRAINAGE SYSTEM

The proposed scheme is aimed to achieve a more sustainable storm water drainage system. It shall also form part of the water management scheme by integrating the rain water harvesting facilities and self-cleansing rain water treatment elements in the system.

The strategic directions for storm water drainage system for the city is as follows:

• Effective drainage is developed as control plan to manage surface runoff disposal - Flood Prevention

  Road side drains shall be provided along both sides of the roads, which collect and convey the surface runoff from the land plots and carriageway to the discharge outlet drain. Traditionally, surface runoff enters into the road side drain directly without any treatment, detention or retention within each development site. However, in the sustainable drainage scheme, surface runoff will be retained, detained and treated by the various treatment features prior to discharging into the road side drain.

• Suitable flood control measures to alleviate flooding - Flood Alleviation

  Retention ponds shall be proposed to mitigate the effects of storm water by providing certain storage so as not to stress the carrying capacity of downstream rivers. On the other hand, the stored rainwater can be reused for some non-potable purposes.
BUSINESS CASE
FEASIBILITY ANALYSIS

UNDERPINNING PRINCIPLE OF THE DEVELOPMENT

The city will be developed mainly through private capital and therefore must be bankable.

As a result of the size of fund required and the lengthy gestation period of the project, projected at 20 years, phasing becomes absolute, with each phase showing clear financial viability.

The City Developer, Enyimba Economic City Development Company Limited (EECDC) will operate solely as a land company. Initially, that is provide infrastructure, road, power, water, telecom, etc. solely or by concessioning to a third party and by so doing, hold stock of serviced land. It will sell or lease to developers/investors for different uses. Subsidiary companies of EECDC are independent companies and will lease land for EECDC for development like other third parties based on market demand.

Subsequently, EECDC will act as a municipal authority/zone manager for the city.
For Purpose of Analysis, the following cost centres are recognised:

- Road
- Power
- Water
- Communication & Surveillance
- Sewage and Sanitation
- OPEX
OUTLINE BUSINESS CASE ASSUMPTIONS

- Enyimba Economic City will enjoy complete tax holiday from all federal, state and local government taxes, rates and levies
- Average land utilisation efficiency is 80% of Gross land area
- Project Construction phase – 20 years
- All outside fence road infrastructure investments will be treated as separate projects and funded as such, supported by business case as toll roads
- Phase one development will be completed within the first five years of construction
- Cost of debt and cost of equity are assumed to be 10% and 20% respectively. Each is expected to grow at about 5% annually
- The weighted cost of capital (cost of finance) is 12% and the average weighted cost of capital over the 20 years of project development is 11.34%
- Project capital structure (Debt: Equity Ratio) is assumed at 80%:20%

- Selling price of land per square metre is expected to grow at 20% every 5 years
- Infrastructure development cost per square metre is expected to grow at 5% every 5 years
- Operational expenses is expected to grow at 5% every 5 years
- The base selling price for land sale will fall within a range $50-$80/square metre for different uses
- EECDC’s developer margin has been factored into the selling price per square metre at 20% - 30%
- The model has been built on worst case scenario of cost and revenue
COSTING STRATEGY

COST OF LAND ACQUISITION & PREPARATION
- Survey
- Legal
- Studies
- Design
- Approvals
- Compensation
- Licenses
USD 0.18 per sq. meter

COST OF INFRASTRUCTURE/DEVELOPMENT
- Road
- Power
- Water
- Communication & Surveillance
- Sewage and Sanitation
USD 32.29 per sq. meter

OPEX
- Administration
- Marketing & Agency
- Salaries & Wages
- Fees
- Cost of Finance
USD 4.82 per sq. meter

TOTAL
- Developer Margin
20% - 30% of Cost
USD 37.29 per sq. meter

 Typical profit margin considered basis benchmarks across similar projects around the world
USD 50 per sq. meter (On Net Area)
REVENUE

As a land company, revenue is from land off-take for various uses. That is, it is considered as a form of production and sale (cost of providing services per square metre of land and revenue from sale of the square metre).

Municipal services and charges will not have consideration in the financial analysis or feasibility of the development at this stage.

This will be dealt with, as a different business subsequently in management of the city.
## Annual Land Absorption Projection by Components Over 20 Years

<table>
<thead>
<tr>
<th>Land Development Roll-Out By Township (Ha)</th>
<th>Project Clusters</th>
<th>Net Land</th>
<th>Year 1</th>
<th>Year 2</th>
<th>Year 3</th>
<th>Year 4</th>
<th>Year 5</th>
<th>Year 6</th>
<th>Year 7</th>
<th>Year 8</th>
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<th>Year 15</th>
<th>Year 16</th>
<th>Year 17</th>
<th>Year 18</th>
<th>Year 19</th>
<th>Year 20</th>
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<td><strong>Industrial Area</strong></td>
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<td>Trailer Parks</td>
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<td><strong>Industrial Township Two</strong></td>
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<tr>
<td>Land Development Roll-Out By Township (Ha)</td>
<td>Project Clusters</td>
<td>Net Land</td>
<td>Year 1</td>
<td>Year 2</td>
<td>Year 3</td>
<td>Year 4</td>
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</table>
The specific risks for the EEC project have been considered in detail. The risk analysis and approach in managing these risks followed the process outlined below:

**Risk Management Process**

1. **Identify**
   - Project documentation
   - Specialist input
   - Objectives
   - Workshops
   - Risk groups
   - Risk database
   - Previous experience
   - WBS

2. **Classify**
   - Risks
   - Risk categories
   - Risk classifications

3. **Quantify**
   - Classified risks
   - Probability analysis
   - Key sensitivities
   - Key criticalities
   - Risk probability
   - Impact analysis

4. **Grade**
   - Classified risks
   - Risk reporting
   - Historic risk data
   - Risk management plan

5. **Minimise**
   - Prioritised risks
   - Project execution strategy
   - Risk limitation strategy
   - Key performance indicators
   - Control
   - Contingency provision

6. **Review**
   - AVOID
RISK ASSESSMENT BASIS

Depending on how it is scored on both probability of occurrence and impact, an event can be classified as high, medium or low risk. This stage also involved understanding the causes of risks and the interrelationships between various risks.

<table>
<thead>
<tr>
<th>Probability Definition</th>
<th>Impact Rating scoring - Threats</th>
<th>Impact Rating scoring - Opportunities</th>
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<td>Could happen</td>
<td>2 Marginal</td>
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<tr>
<td>3</td>
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<td>3 Serious</td>
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<td>4</td>
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<td>5 Catastrophic</td>
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## RISK ASSESSMENT TABLE

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<thead>
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<th>RISK CATEGORY</th>
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<td>Government/EECD</td>
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<td>Trained manpower</td>
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<td>EEC D</td>
</tr>
</tbody>
</table>

**Key:**
- High mitigation priority
- Medium mitigation priority
- Monitor closely

1 - Least likely to occur/little impact
2 - Low likelihood to occur/low impact
3 - Medium likelihood to occur/medium impact
4 - High likelihood to occur/high impact
5 - Very likely to occur/very high impact
6 - 10: Amber
Above 10: Red
RISK MITIGATION

• Measures to ensure that probability of occurrence and/or the severity of impact of risk and how this can be reduced during the entire project life cycle will be put in place.

• Part of the measures will involve identification of owners who will be responsible for ensuring that mitigation measures are implemented and are effective.

• A Risk Register, identifying and tabulating all risks is prepared. As project proceeds, actions plans will be developed for mitigating and tackling the risks. Risk with high impact and high probability will fall under the direct purview of the Chief executive of EECD.

• The risk will be reviewed periodically. Appropriate milestones will be set when individual risks are reviewed.

• The review will evaluate issues like whether or not the risks identified are still relevant, whether there are any new risks that have come about, and whether the mitigation measures identified for the existing risks have been effective. The Risk Register will be updated and communicated to all relevant stakeholders.
PROJECT STAGING & START UP
PROJECT STAGING & START UP

6

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The Project is envisaged to be fully developed within 20 years with the starting year of operation in year 2020. The reasons that the Project requires longer time to complete are because of:

- Market Absorption rates – due to the Project Site is greenfield. It may take slightly longer period to gain visibility and attract investors to the city.

- Large Land Banks – The Project Site is considered one of the largest development on a Greenfield site in Nigeria. Having anchor tenants that acquire large land area will shorten the development period.

- Huge Capital Investment – Due to large land scale, the development cost particularly the infrastructure cost is high for the project to be completed within a shorter timeframe.

The staging of Enyimba Economic City envisioned that the land north of A3 Expressway with direct connection to the expressway will be developed first to immediately capitalize on the existing access and key utilities corridor and transport hubs.
### PHASE 1 DEVELOPMENT (2020 – 2025)

#### LAND USE PLAN

<table>
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<tr>
<th>BROAD LAND USE ZONING</th>
<th>NET LAND AREA</th>
<th>EMPLOYMENT</th>
<th>POPULATION</th>
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<td><strong>INDUSTRIAL</strong></td>
<td>518 HA, 35%</td>
<td>31,080</td>
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<td><strong>LOGISTICS</strong></td>
<td>394 HA, 26%</td>
<td>23,640</td>
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<tr>
<td><strong>WHOLESALE MARKET</strong></td>
<td>77 HA, 5%</td>
<td>4,620</td>
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<tr>
<td><strong>TRAILER PARK</strong></td>
<td>132 HA, 9%</td>
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<td><strong>INLAND PORT</strong></td>
<td>152 HA, 10%</td>
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<td><strong>COMMERCIAL</strong></td>
<td>12 HA, 1%</td>
<td>720</td>
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<tr>
<td><strong>RESIDENTIAL &amp; SOCIAL</strong></td>
<td>66 HA, 4%</td>
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<td>6 HA, 0%</td>
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<td><strong>ROADS</strong></td>
<td>80 HA, 5%</td>
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<td><strong>INFRA UTILITIES</strong></td>
<td>14 HA, 1%</td>
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<td><strong>UTILITY CORRIDOR</strong></td>
<td>10 HA, 1%</td>
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<td><strong>NON-DEVELOPABLE AREA</strong></td>
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<td><strong>TOTAL LAND AREA</strong></td>
<td>1,499 HA, 100%</td>
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</table>
INDUSTRIES, 518 HECTARES

SERVICE PLOTS

- Industrial land will be subdivided into plot allocation in various sizes.
- Smallest plot size (less than 1 ha) will accommodate min. 1 factory building with decent footprint.
- All factory facilities shall be contained within site. This includes car park, temporary heavy vehicle park, loading and unloading, waste storage, green area, raw material and processed goods, etc.
- Proposed green corridor that crisscrossing the industrial cluster will allow short-cut for infra utilities. Most of the infra utilities are buried underground. The surface will also double-up as pedestrian and cycling links.
- Preferred loop-road system from Major Arterial to industrial cluster. Roads configuration is straight to ensure heavy vehicle can maneuver swiftly.
- Road hierarchy cascades from major arterial to local access and the distribution is based on function and capacity.
- Local access with cul-de-sac is limited to small number of plots. The length from junction to cul-de-sac is not more than 150m.
- Access to industrial land parcels is preferably from lower category roads. Direct access from Major Arterial (50m ROW) to industrial land parcels abutting it is not encouraged.
• No roadside parking is allowed. Heavy vehicles and industrial goods shall be kept within premises. Heavy vehicles that require parking shall be directed to Trailer Park located at the entrance of CMP development, along A3 Expressway.

• Industrial plot sizes are ranging from 0.5ha to 4ha.

• Plots facing major arterial are considered as Prime Land Parcels - typically large size are reserved for major investors/anchors. Access to the plot is from lower category road at the back.

• Other large land parcels are distributed at the site’s periphery particularly areas which have odd shapes. The tight comers will be used for parking, green, utility and storage.

• Smaller land parcels are distributed in the middle in regular sizes to provide flexibility for plot amalgamation or subdivision.

• Land parcels can be amalgamated to create the desired land size.

Anchor

Memorandum of Understanding has been signed with Shandong Ruyi as an anchor tenant for 300 hectares of land, and discussions are on-going with 4 others.

READY-BUILT FACTORY

• Proposed Standard Design Factory (SDF) also known as Ready-built Factory (RBF).

• To be developed by the master or sub developer to support investors that requires quick set-up.

• Target investors shall also be the small entrepreneurial firm that requires small footprint to start operation and has the potential to grow bigger.

• Modular plot size (less than 1ha) for easy amalgamation.

• Plug-n-play (building with utilities) allowing investors to quickly start their operations as soon as they move in.
INLAND PORT & LOGISTICS CLUSTER

Inland Port

Inland Terminal Activities

Logistics Activities

Retailing & Manufacturing activities

Warehousing & Storage

Distribution
<table>
<thead>
<tr>
<th>LAND USE</th>
<th>LAND AREA</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>INLAND PORT</td>
<td>152</td>
<td>10</td>
</tr>
<tr>
<td>LOGISTICS</td>
<td>394</td>
<td>26</td>
</tr>
<tr>
<td>TOTAL</td>
<td>546</td>
<td>36</td>
</tr>
</tbody>
</table>

- Each industrial plot is envisaged to accommodate storage areas within their premises.
- The logistics plot provide flexibility to investors that requires specialized area for logistics partners to consolidate their products and services.
- Logistics Partners include those specializing in temperature-controlled storage, bulk commodity such as chemicals/liquids or hazardous material handling, value-added, etc.
- The logistics development designs are usually in modular sizes which will be equipped with easy access loading docks for trucks, raised, floor levels and clear open space to eaves.
Enyimba Economic City is envisaged as a manufacturing and logistic hub for Southsoutheast Nigeria. As all manners of goods are produced in city and with presence of the Inland Port, with time, it will become a major wholesale distribution centre for goods within the Southsouth and Southeast, the country and West African Region.

Ariara Market in Aba played the same role at a time, until connectivity deteriorated. This is recognized in planning the new city as it affects improvement of existing roads and construction of new ones.

- Major Arterial Road (dual-3) is the main connecting road from A3 Expressway to Wholesale Market.
- Direct access to Wholesale Market is permitted but limited to single ingress/egress. Secondary access will be permitted but subject to traffic impact assessment.
• Alternative access is from existing local roads which will be upgraded to Minor Arterial Road. The road is also linked to A3 Expressway.

• Wholesale market has 4 land parcels which can be developed individually or as 1 integrated Wholesale Center. Circulation within Wholesale Market is served by Collector Road that also provide a loop-road.

• At local level, each Wholesale Terraces will be served by local access.

• It will be developed as a whole under a single management.
TRAILER PARK, 132 HECTARES

- Supporting facility for the Inland Hub.
- Adapt to meet trucking industry changing needs.
- No longer just refueling station
- Modern facilities to relieve journeying truckers on long routes.
- Together with the Inland Port & Logistics cluster, will form an important transportation hub in the region.
• 132 hectares or 9% of total area in Phase 1

• Proposed 2 Trailer Parks along A3 Expressway with area 50ha each.

• Predominant use focuses on heavy vehicles parking supported with ancillary uses such as tyre service, trucks repair and maintenance, petrol filling station, truck wash service, truck drivers' rest area, canteen, rest & refresh zone.

• The Trailer Park will have other commercial uses to attract truck drivers and visitors. These include barber, restaurants, coffee shop, retails, accommodation/ hotel/ motel, sport bar, convenient store etc.

• Enyimba Economic City proposed a mixture between Trailer Park common facilities and commercial uses.
SUPPORTING REAL ESTATE, 78 HECTARES

- Residential
- Commercial / Mixed Use
- Social Facilities

Typology
Service Radius
Friendly Distance
Good mix
- Residential developments in Phase 1 will include Villas, Multi-Storeys and Dormitory for staff accommodation.

- The commercial development in this phase is mainly for commercial, retail, trading activities, supported with offices, shopping complexes, convention and exhibition centre, hotels, food centre etc.

- Amenity/community centre.
PHASE 1 INFRASTRUCTURE PLAN

LEGEND

- PHASE 1 BOUNDARY - 1804 HA (100%)
- Transmission Substation (TS)
  330 / 132 / 33kV - 5 Ha (225m x 225m)
- Transmission Substation (TS)
  132 / 33kV - 2.5 Ha (160m x 160m)
- Prop 33kV Substation (S/S)
- Solid Waste Facility (SWF)
- Water Storage Facility (WSF)
- Sewerage Treatment Plant (STP)
- Retention Pond (RP)
- Gas Station (GS)
- Telecommunication Centre (TC)
PHASE 1 POWER SUPPLY

GEOMETRIC POWER

Existing power plant:

• Aba including the Enyimba Economic City is ring-fenced for power supply by the Federal Government of Nigeria for Geometric Power Limited.
• Installed generation at Osisioma with capacity of 3 x 47MW or total of 141MW and 1 on-going generator with capacity of 47MW, adding up to capacity of 188MW. Eventually capacity can be expanded up to 500 MW;
• Agreement reached with Geometric Power to extend 2 nos. 47MW feeder for phase 1 of EEC from the plant.

Further Proposed Power Plant:

• Second power plant in OGWE (OMA) is under planning with first stage capacity of 500MW and eventual capacity of 1080MW;
• Third power plant ADIA is under preliminary study with capacity of 500MW.
• Shandong Ruyi and Geometric Power Limited have entered into joint venture under RUYIGP to develop OMA for Enyimba Economic City.
• Shandong Ruyi has signed Power Purchase Agreement for 160MW from the OMA Plant.

Estimated Power Demand for Phase 1

<table>
<thead>
<tr>
<th>Land Use Zoning</th>
<th>Total Power Demand (MW)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Industrial</td>
<td>242</td>
</tr>
<tr>
<td>Logistics</td>
<td>108</td>
</tr>
<tr>
<td>Wholesale Market</td>
<td>5</td>
</tr>
<tr>
<td>Trailer Park</td>
<td>2</td>
</tr>
<tr>
<td>Inland Port</td>
<td>15</td>
</tr>
<tr>
<td>Commercial</td>
<td>9</td>
</tr>
<tr>
<td>Residential</td>
<td>7</td>
</tr>
<tr>
<td>Green Buffer &amp; Open Spaces</td>
<td>2</td>
</tr>
<tr>
<td>Utilities</td>
<td>5</td>
</tr>
<tr>
<td>Infra Roads</td>
<td>3</td>
</tr>
<tr>
<td>Total</td>
<td>418</td>
</tr>
</tbody>
</table>

After applying coincidence factor of 0.7 292
**PHASE 1 WATER SUPPLY**

Based on the proposed land use distribution and projected population, the total water demand has been worked out. The water demand is estimated by using unit water demand for each land use. The unit water for industries demand varies according to the industry type and its value chain.

<table>
<thead>
<tr>
<th>Land Use Zoning</th>
<th>Total Water Demand (m³ / day)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Industrial</td>
<td>28,361</td>
</tr>
<tr>
<td>Logistics</td>
<td>6,330</td>
</tr>
<tr>
<td>Wholesale Market</td>
<td>3,587</td>
</tr>
<tr>
<td>Trailer Park</td>
<td>553</td>
</tr>
<tr>
<td>Inland Port</td>
<td>2,536</td>
</tr>
<tr>
<td>Commercial</td>
<td>1,555</td>
</tr>
<tr>
<td>Residential</td>
<td>11,104</td>
</tr>
<tr>
<td>Green Buffer &amp; Open Spaces</td>
<td>2,266</td>
</tr>
<tr>
<td>Roads</td>
<td>1,335</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>57,627</strong></td>
</tr>
</tbody>
</table>

**ESTIMATED SEWERAGE DISCHARGE**

<table>
<thead>
<tr>
<th>Land Use Zoning</th>
<th>Total Sewage Flow (m³ / day)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Industrial</td>
<td>22,688</td>
</tr>
<tr>
<td>Logistics</td>
<td>5,064</td>
</tr>
<tr>
<td>Wholesale Market</td>
<td>2,868</td>
</tr>
<tr>
<td>Trailer Park</td>
<td>442</td>
</tr>
<tr>
<td>Inland Port</td>
<td>2,028</td>
</tr>
<tr>
<td>Commercial</td>
<td>1,244</td>
</tr>
<tr>
<td>Residential</td>
<td>8,883</td>
</tr>
<tr>
<td>Green Buffer &amp; Open Spaces</td>
<td>-</td>
</tr>
<tr>
<td>Infra Roads</td>
<td>-</td>
</tr>
<tr>
<td>Infra Utility &amp; Corridor</td>
<td>-</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>43,217</strong></td>
</tr>
</tbody>
</table>
## PHASE 1 SOLID WASTE

<table>
<thead>
<tr>
<th>Land Use Zoning</th>
<th>Total Solid Waste Generation (tonnes/day)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Industrial</td>
<td>92</td>
</tr>
<tr>
<td>Logistics</td>
<td>38</td>
</tr>
<tr>
<td>Wholesale Market</td>
<td>13</td>
</tr>
<tr>
<td>Trailer Park</td>
<td>3</td>
</tr>
<tr>
<td>Inland Port</td>
<td>15</td>
</tr>
<tr>
<td>Commercial</td>
<td>4</td>
</tr>
<tr>
<td>Residential</td>
<td>40</td>
</tr>
<tr>
<td>Green Buffer &amp; Open Spaces</td>
<td>-</td>
</tr>
<tr>
<td>Infra Roads</td>
<td>7</td>
</tr>
<tr>
<td>Infra Utility &amp; Corridor</td>
<td>-</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>212</strong></td>
</tr>
</tbody>
</table>
PHASE 1 ROAD

• Services Zone: The services corridor houses all the underground services for the existing and proposed services. Any diversion or laying of new services would be carried out within the corridor. The services corridor is usually located along the verge of the road. Footways and cycle ways that should be segregated from the carriageway for safety reason are also located within the verge.

• Medians: Medians are used to separate opposing traffic lanes on 2-way roads. They provide protection from interference by opposing traffic, provide additional space for crossing and turning vehicles at at-grade junctions, and allow pedestrian refuge in urban areas.

• Carriageway: The carriageway would have the required number of traffic lanes based on the projected traffic volume.

• Pedestrian walkways: Pedestrian walkways are set at the further ends of the road reserve, away from the carriageway. The planting strip in between the carriageway and the pedestrian walkways will act as a buffer to prevent vehicles- pedestrians accident and to reduce pedestrian’s exposure to pollutants expelled by vehicles.
50.0m Major Arterial Road (Dual 3 Lanes)

40.0m Minor Arterial Road (Dual 2 Lanes)
PHASE 1 COMMUNICATION & SURVEILLANCE

- A single exchange is planned for within the phase 1 site, for future connection to the external network via optical fibre.
## ANNUAL LAND ABSORPTION PROJECTION BY COMPONENTS OVER 5 YEARS

<table>
<thead>
<tr>
<th>Land Development Roll-Out By Township (Ha)</th>
<th>Year 1</th>
<th>Year 2</th>
<th>Year 3</th>
<th>Year 4</th>
<th>Year 5</th>
</tr>
</thead>
<tbody>
<tr>
<td>Industrial Land</td>
<td>518</td>
<td>93</td>
<td>93</td>
<td>98</td>
<td>104</td>
</tr>
<tr>
<td>Logistics and Inland Port</td>
<td>394</td>
<td>71</td>
<td>71</td>
<td>79</td>
<td>87</td>
</tr>
<tr>
<td>Inland Port</td>
<td>152</td>
<td>27</td>
<td>27</td>
<td>30</td>
<td>33</td>
</tr>
<tr>
<td>Residential</td>
<td>66</td>
<td>-</td>
<td>7</td>
<td>13</td>
<td>20</td>
</tr>
<tr>
<td>Commercial</td>
<td>12</td>
<td>-</td>
<td>-</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>Trailer Parks</td>
<td>132</td>
<td>-</td>
<td>20</td>
<td>33</td>
<td>36</td>
</tr>
<tr>
<td>Wholesale Market</td>
<td>77</td>
<td>-</td>
<td>15</td>
<td>17</td>
<td>18</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>1350</td>
<td>191</td>
<td>233</td>
<td>273</td>
<td>301</td>
</tr>
</tbody>
</table>
MUNICIPAL MANAGEMENT
MUNICIPAL MANAGEMENT

7

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MARKETING.................................................................. 112
- KEY MARKETING CHANNELS & TOOLS....................... 112
- MARKETING STRATEGY............................................. 113
- MARKETING FACT SHEET.......................................... 114-119
PROGRESS TO DATE...................................................... 120-121
MUNICIPAL AUTHORITY

AUTHORITY FUNCTIONS

- Planning and development control
- Set policies, regulations and guidelines
- Manage and operate the soft and hard infrastructure.
- Approval
- Enforcement
MUNICIPAL ORGANOGRAM
MARKETING
KEY MARKETING CHANNELS & TOOLS

- Special Alliances
  - Special Alliance with marketing and investment promotion companies in target countries
  - Special Alliance with Key Government Stakeholders (Embassies and Trade Missions)
  - Alliance with Key Private Stakeholders (Chambers of Commerce and Trade Groups)

- Marketing Communication Tools
  - Participation on Key Conferences & Events
  - Roadshows
  - Media - Newspapers, Magazines, Website, etc.
MARKETING STRATEGY

• **Market Sounding:** EECD has already commenced engagement with a number of parties engaged in manufacturing transfers, infrastructure investment/operation, sector specific developments, financiers and EPC contractors, both locally & offshore.

• **Road Shows:** Local and Offshore road shows will be carried out in target cities where there are sufficient pool of parties mentioned above. EECD plan to carry out road shows in major selected cities locally and internationally.

• **Strategic Stakeholders Engagement:** EECD has engaged investment/marketing companies locally and offshore to market Enyimba Economic City. A company to cover mainland China, Hong Kong and Macau, three different companies to cover Brazil, South Korea and India respectively. It has also discussed and signed an MDA with International Finance Corporation (IFC), in this regard to consult on manufacturing transfer to Enyimba Economic City from around the world.

• **International Government & Business Engagement:** Part of our strategy is to market the Project to government and businesses from various countries. EECD has recently commenced discussions with the government of the United States of America (represented by their embassy) who have promised to assist in presenting the Projects to their business community. EECD has also done the same thing with Government of South Africa in Johannesburg. EECD will adopt this strategy with other countries that Nigeria has business relationship with.

• **Strategic Advertisement & Marketing:** EECD plans to set up a specially dedicated marketing team for the Project in order to garner local and international visibility and acceptance. Key advertisement channels will be deployed in the near future some of which will include the Economist Magazine, Financial Times, CNN and othersources.

• **Anchor Tenants:** EEC has commenced discussion with anchor tenants locally and from offshore including from China and Germany.
**MARKETING FACT SHEET**

**CONTACT DETAILS**
Website: www.eecdgroup.com  
Email: info@eecdgroup.com  
Phone: C Darl Uzu - +234 803 423 0455

**ECONOMIC CITY DESCRIPTION**
Enyimba Economic City is a regional integrative project on approximately 9803 hectares comprising four Industrial Parks, Logistics / Inland ports, Trailer Parks, Wholesale Market, Entertainment, Medical, Education, Airport and Lifestyle residential cities.

It is a Private Public Partnership Project between Private Sector, Abia State and Federal Governments of Nigeria.

**ECONOMIC CITY ADVANTAGES**

1. INDEPENDENT ENERGY SUPPLY
The city is located in Nigeria’s gas rich region and is transversed by three (3) major gas pipelines thus will have access to adequate feedstock which ensures a sustainable supply of power.

An agreement with Geometric Power to dedicate the 540MW scalable to 1080MW Oma Power plant which is located within the boundary of the city to the city has been reached. An SPV Ruyi GP between Shandong Ruyi International and Geometric Power to construct the first phase of 540MVA has been formed.

A power purchase agreement for 160MW out of the 540 has been signed between Ruyi GP and Ruyi Energy Services Limited for the provision of power to the 300 hectares Shandong Ruyi International Fashion Industry Investment Holding Co Ltd complex in the first Industrial Park of Enyimba Economic City.
2. AVAILABILITY OF LOGISTICS HUB
The city has a dedicated logistics hub, with full custom inland port, intermodal freight of rail and road as well as trailer park. Manufacturing requires such hub for handling of raw materials and finished good for distribution and export.

3. PROXIMITY TO PORTS
The city has close proximity to two existing ports, Onne and Port Harcourt Ports and the proposed Ibom Deep Sea Port whose bidders include China Harbour Engineering.

4. PROXIMITY TO LOCAL AND INTERNATIONAL AIRPORTS
The city is connected to two local airports Port Harcourt and Enugu within a maximum of 90 minutes driving distance and Akwa Ibom Local Airport.

5. AVAILABILITY OF RAW MATERIALS
Nigeria is rich in raw materials, natural occurring raw materials and agricultural produce.

6. CHEAPER LABOUR FORCE
Nigeria has a population of about 193m people out of this number, more than 68% are educated young people possibly with polytechnic / university degrees.

7. SPECIAL ECONOMIC ZONE / FREE TRADE ZONE STATUS
With Investment Incentives.

8. EASE OF DOING BUSINESS LOCATION
An extra benefit of the site location as a Free Trade Zone is the benefit of one-stop approval for permits, operating license and incorporation papers.

The Free zone status gives independent regime on immigration, Customs, Building Regulation, Security amongst other related issues including Visa on Arrival (VOA) Regime.
The location of the Economic City is within an area designated as a special economic zone / Free Zone Status and offers the following incentives.

- Complete holiday from all federal, state and local government taxes, rates, and levies.
- Duty free importation of capital goods, machinery/components, spare parts, raw materials and consumable items in the zones.
- 100% foreign ownership of investments.
- 100% repatriation of capital, profits and dividends.
- Waiver of all imports and export licenses.
- Waiver on all expatriate quotas for companies operating in the zones.
- 100% capital allowance in any year of assessment.
- Export into the Nigerian customs territory up to 100% of product produced, assembled or packaged within the Zones;
- Tax exemption on proceeds re-invested
- Tax exemption on gain arising from take-overs, absorption or merger
- Double taxation relief
- Tax exemptions on interest on bonds and short-term securities, and proceeds of the disposal of Government and corporate securities
LIGHT INDUSTRIES
- Leather
- Garment
- Wood products
- Rubber and Plastic
- Printing and Publishing
- Medical Accessories
- Agro Allied Processing

HEAVY INDUSTRIES
- Textile manufacturing
- Building Materials and Non-Metallic - Tiles, sanitary wares, iron mongery
- Glass and Glass Products
- Refined Petroleum Products
- Petrochemicals
- Fertilizer
- Pharmaceuticals
- Automobile Assembly and Spare Parts
Shandong Ruyi is a major Anchor Tenant requiring 300 Hectares of Land, other 3 anchors deals are under negotiation.

0.0903 USD/kwh for bulk purchase and 0.168USD for retail price

1.55 USD per Ton

2.5 USD/ MMBtu
**INDUSTRIAL LAND**

**SELLING PRICE (MIN)**

Introductory Price, subject to change
50 USD/Meter Square

---

**LABOR COST (MIN) / MONTH**

105 USD

---

**LOGISTICS CONVENIENCE**

Airports:
- Port Harcourt Airport - 44 km
- Sam Mbakwe Intl Cargo Airport - 56 km
- Akwa Ibom Airport - 96 km

Sea Ports/River Ports:
- Port Harcourt Seaport - 40 km
- River Port (Port of Onne) - 40 km
PROGRESS TO DATE

• All application requirements including Master Plan, Feasibility, Environmental and Social Impact Analysis etc. have been submitted to NEPZA and their approval have been sent to the President of Federal Republic of Nigeria for Final Approval and Gazetting.

• Project Infrastructure Concept Design has been concluded with Surbana Jurong of Singapore and detailed design is on-going.

• Traffic and Transport Study for the External Fence Infrastructure, namely Road Connectivity (M10, Onne Port to Port Harcourt Airport and Akwa Ibom / Azumini to Obinze, Owerri, Imo State) are on-going, and required to build Outline Business Case for their Development as Toll Roads that are Critical for Connectivity to the City.

• Project Implementation Framework has been analyzed including preliminary costing, phasing and other requirements.

• Project spreadsheet has been prepared and incorporated into the Pre-Feasibility Report.

• Detailed Infrastructure and other designs are on-going for Phase 1 (Start-Up) of the project, that includes the First Industrial Township, Inland Port / Logistics, Trailer Park, Wholesale Market, Ancillary Developments of Office, Hotel, Apartments, Shopping / Community Center.

• A consortium that includes Group Five of South Africa, Bilal of UAE, China Harbour, CCGOC of China has been assembled for the concession of the mentioned outside fence Roads.

• Initial Marketing has commenced for the project targeting Manufacturing Transfers from China, Hong Kong, Macau, Brazil, South Korea, Germany and India where EECD maintain Marketing Offices / Relationships.

• Outside the signing of MOU with Shandong RUYI Group on 300 Hectares of Land within the First Industrial City as a major anchor tenant, discussions are ongoing with 4 other proposed Anchor Companies. These discussions if and when concluded will see to the occupation of most of the First Industrial Township.
• Term Sheet has been signed with Federal Government of Nigeria through Nigeria Special Economic Zone Company (NSEZCO), a joint company of Federal Ministry of Industry, Trade and Investment, Sovereign Wealth Fund and AFREXIM, for the Federal Government Equity Investment of 20 Percent in the Project.

• Africa Finance Corporation has indicated interest to provide funding for the outside fence road infrastructure of the City.

• Proposal has been received from IFC to support the project on Advisory / Financing Capacities

• Africa Development Bank has also indicated interest and discussions are on-going with them. Development Bank of South Africa, brought in by Group Five, has indicated interest in providing Financing for the Project, especially in the Infrastructure Development once the Outline Business Case is ready.

• Many Partnership Discussions are on-going in various Sectors, Including Medical / Health with 50 Specialist Doctors based in the United States for the Development of World Class Reference / Tertiary Medical Facilities, Inland Port / Logistics, Entertainment and Skill Acquisition Institute.
PARTIES TO THE DEVELOPMENT
PARTIES TO THE DEVELOPMENT
## Development Team

**Master Planners:**

- **Surbana Jurong Consultants Pte Limited** - Singapore

**Land Use Planning And Economic Studies:**

- **CBRE** - CBRE, India.

**Road Infrastructure:**

- **Escher Silverman**

**Environmental and Social Impact Analysis:**

- **Allot Nigeria Limited**

**Feasibility Studies and Business Modelling:**

- **PriceWaterHouseCoopers (PwC), Nigeria.**

**Financial Consultants/Transaction Dealers:**

- **FBN Quest (Merchant Bank)**

**Engineering Procurement Construction:**

- **CGCOC Group, China/ Nigeria**

**Entertainment/Destination Consultants:**

- **AIM Consulting LLC, New Jersey**

**Legal Counsel:**

- **A&E Law Partnership**