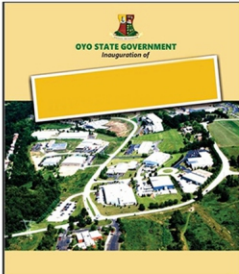


OYO STATE SPECIAL ECONOMIC ZONES

The Special Economic Zones and Projects of Oyo State Government are key in the strategic positioning of the state towards having an EXPANDED ECONOMY. OYSIPA is tasked with the sole mandate of ensuring an expanded economy. As a consequence of this, the following projects viz: Oluyole FTZ, Pacesetter Industrial Park, Ibadan Inland Dry Port Complex (cum Lagos-Ibadan Railway), Ibadan Circular Road and the Ibadan Airport (upon achieving international status) need to be approached as a collective because of the interdependence on each other and the overall economic expansion potentials that are inherent in the projects. Cumulatively, an investment of over **\$20 billion** is expected to be spent on all the projects. These projects are indeed central to growth and development of Oyo State with expected spin-offs in manufacturing, agriculture processing, explorative mining and export.





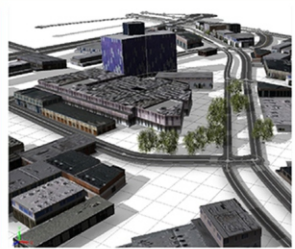
PACESETTER INDUSTRIAL PARK
 1037 Ha off the Lagos Highway
 Opportunities: IPP, Park developers, Sigt and Services.

IBADAN CIRCULAR ROAD
 Ease of connectivity to South West Economc Hub
 Opportunities: Toll Roads, Peri-Urban Development



IBADAN INTERNATIONAL AIRPORT
 Opportunities: Private airlines, cargo airlines, aerotropolis, aircraft maintenace.

OLUYOLE FTZ
 Prime land 4000 Ha
 Opportunities: IPP, Investors



LAGOS TO IBADAN RAIL-LINE
 Opportunities: Cargo line, Commercial line.



IBADAN INLAND DRY PORT
 Opportunities: Industrial Park, IPP
 Cargo Parks, Housing Toll Roads



KEY ATTRACTIONS OF OYO STATE SPECIAL ECONOMIC ZONES

This hub is composed of a number of key strategic projects and infrastructures that form an economic ecosystem designed to achieve the following;

- Redefine the growth and development of Oyo State.
- Position the State on the global map as an investors dream.
- Empower the indigent population and create employment opportunities.
- Increase the IGR of the State towards progressive economic development.

CONNECTIVITY

- The Oluyole Free Trade Zone and the Pacesetter Industrial Park are on the Lagos - Ibadan highway, traversed by the proposed Ibadan Circular Road which joins the Ibadan Airport via the first segment of the Circular Road.
- The rail connectivity between the Ibadan Inland Dry Port (IIDP) and Nigeria's largest sea port in Lagos makes the IIDP a port of preference for cargo coming into South Western Nigeria.
- In view of the above, cargo products destined for other parts of Southern Nigeria and some most of the middle belt can easily be dispatched via the Circular Road.

SECURITY

- Oyo State is the safest State in Nigeria.
The current government has recently increased support infrastructure for the
- State's security architecture, further improving the security outlook.
- We have a vibrant expatriate community that intermingles with the locals at multiple levels of exposure.

STRATEGIC POSITIONING

- Oyo State is the heart of the South Western region funnelling into the Lagos State.
- Well established trade routes linking the Northern and Southern markets.



IBADAN INLAND DRY PORT

(Capacity for 80,000 TEU)

INTRODUCTION

- The Oyo State in conjunction with the Federal Governments are collaborating on the proposed \$99,665,626 (N35.9b) Ibadan Inland Dry Port, which is expected to ease the pressure on the Apapa Seaport and the perennial gridlock on the Oshodi-Apapa Expressway.
- The proposed IIDP has a modular design with a total site area of 342,811. (sqm) capacity facility. The project site is a circa 40hectares expanse of land located in the Olorisaoko area on the northern outskirts of Ibadan and it sits within an extensive and undulating forest-land bounded by the A1 (Lagos-Ibadan) Express Way corridor on the near-east and the Iseyin-Ibadan Road to the distant west. Over 200 hectares of land has also been identified for further development of the port ecosystem by local and foreign investors.
- The nearly 875km Lagos-to-Kano standard-gauge line currently under construction is intended to go past the IIDP site. Which is also to serve as passenger terminal.
- At present, there is an overwhelming reliance on the congested ports in Lagos to serve the bulk of Nigerian gateway trade. Owing to the transportation infrastructure limitations in Nigeria, most entrance cargoes bound for various regions in Nigeria are transported via trucks.

- Ibadan Inland Dry Port can speed up the flow of cargo between ships and major land transportation networks, creating a more central distribution point. Inland ports can improve the movement of imports and exports, moving the time-consuming sorting and processing of containers inland, away from congested seaports.
- Given that the ports in Lagos are reaching their full capacity with little room for expansion, there is need to move the excess capacity cargo to the hinterland for onward clearance by their owners. There is no overemphasizing the fact that cargo transportation in Nigeria is highly inefficient and very costly, raising the cost of doing business in Nigeria.
- The anticipated developments of the Lekki Port and Badagry Ports in Lagos may serve to relieve congestion at existing Lagos ports to a certain extent, but do not provide solution to the out-of-state road transportation bottlenecks and more likely to worsen the transportation bottlenecks out of Lagos. The motivating essence of the project is to address congestion at seaport as well as make exportation and importation activities less cumbersome for business enterprises in South Western states closer to Oyo State.
- The project is expected to be concluded over a period of 2 years.
- The specific objectives of the project include the following:
 - Increase Nigerian's cargo processing capacity with extra management capacity for 70,000 TEUs per annum in first 9 years of operation and thereafter increase to 80,000 TEUs per annum.
 - Provide a base for customs operation.
 - Put in place a modern and proven systems, processes and procedures to handle and process containerized cargo management.
 - Deliver added infrastructure integrating through road and rail transportation network for movement of containers in the South-West.
 - Provide a platform for cargo consolidation augment for import and export especially the farm produce from the South.
 - Equipment and machinery to receive and dispatch containerized cargo to and from the Port for onward shipping.
 - Provide a comprehensive cargo sorting center, bulk breaking and value addition in the long run.
 - Provide warehousing services through covered and bounded facility.
 - Provide cargo and truck management through container freight station.

- As a consequence of establishment of the Ibadan Inland Dry Port, the following benefits will accrue to Oyo State and Nigeria :
 - Job creation opportunities;
 - Promotion of integrated transportation system in Nigeria;
 - Promotion of an increased internally generated revenue to the Nigeria government and more specifically Oyo State
 - Attraction of immediate infrastructure development and empowerment programmes;
 - It will serve as a propeller to the Federal Government of Nigeria towards achievement of its Integrated Project Development Master Plan;
 - Utilization of “Local Content” in each stage of development except a function that local solution is not readily available;
 - Attraction of both local and foreign investors which will boost the speed of national development.

INVESTMENT OPPORTUNITIES

- The IIDP has earmarked 40Ha land for an Industrial Park which can be a manufacturing destination for potential investors.
- Opportunities exist for companies to expand the ecosystem around the Inland Dry Port by leveraging on the proximity of the IIDP to the newly constructed rail line.
- Construction of a Tolled Road for ease of connectivity and prevention of grid lock that currently occurs in Lagos Apapa Port.
- Establishment of manufacturing hubs and processing zones around the IIDP from where value added agro and other products can be directly exported.



OLUYOLE FREE TRADE ZONE

INTRODUCTION

The current administration has established a 4,340-hectare duly licensed Free Trade Zone (FTZ) along the Lagos-Ibadan expressway corridor at Oluyole Local Government Area of Oyo State. The entire investment cost for this SEZ is estimated be up to \$10 billion and will consist of different economic zones, light and heavy manufacturing companies, commercial, and hospitality centers. The future of the Oluyole Free Trade Zone is essential to Nigeria's growth as West Africa's economic driver. Proposed date for commencement of operation is 2021.

The State Government is willing to partner with capable investors in developing the FTZ wholly or as quadrants of the FTZ on a modular basis.

- The masterplan for the FTZ is currently being developed in alignment with geo spatial information obtained from the Ibadan City Master Plan.
- It's main objective is to serve as an economic and trade channel, linking Oyo State with global investing and manufacturing community and also serves as the basis and bridge for Africa's prosperity.
- Increase the manufacturing capacity- Over 400 manufacturing companies expected.
- Employment generation- over 4000 direct jobs and several thousands of indirect jobs will be created.

Impact of establishment of FTZ on the 4,340 Ha of Land

The Oluyole FTZ is proposed to be sited on a 4,340 Ha of land which will be cleared to create an economic city. De-forestation is anticipated. In the same vein, social disruption of indigenous residents will occur, however, infrastructural development will occur within the economic zones. The consortium governing Oluyole FTZ will carry out afforestation activities as well as carry out resettlement of displaced residents and economic empowerment.

INVESTMENT OPPORTUNITIES

- An independent Energy Provider that is capable of providing 100 MW for the FTZ.
- The State Government is therefore available to partnership with willing and competent investors to drive this contemplation to fruition.
- Multinational and indigenous blue-chip companies are welcome to take advantage of this well-established industrial land which will offer state of the art infrastructure to promote the businesses within this ecosystem.





PACESETTER INDUSTRIAL PARK

INTRODUCTION

- A modern, well laid out, purpose built industrial park, stretching over a total of 1,046 Ha of land, located along Lagos-Ibadan expressway. A 50 Ha Pilot phase is in the process of being established by an investor, that will provide site and services.
- The land value is estimated to be about \$150 million and it is capable of attracting FDI of up to \$4 billion when at maximum capacity.
- The park is designed to accommodate various types of industries. Products manufactured and intended for export can be transported to the Ibadan Inland Dry Port via the proposed Circular Road.
- The section of the Lagos Ibadan highway where the Pacesetter Industrial Park will be situated is in the Oluyole Local Government of Oyo State and there is an upsurge of industrial activities in this area.

INVESTMENT OPPORTUNITIES

- An Independent Power Provider that is capable of providing 100 MW of energy for the Industrial park is required.
- The State Government is open to partnership with competent investors to drive this contemplation to fruition.
- Multinational and indigenous blue-chip companies are welcome to take advantage of this proposed strategically located Industrial real estate which will offer state of the art infrastructure to promote the businesses in South Western Nigeria.

