

EXECUTIVE WATCH

**A Public Assessment Of President Olusegun Obasanjo's
Government Policy Statements And Actions**

Nigerians Approve Purchase Of Presidential Jets



March 2001

...promoting and protecting press freedom and freedom of expression

Executive Watch

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Other Publications by Media Rights Agenda (MRA)

- * *Media Rights Monitor* (Monthly Journal) published since 1995
- * Annual Reports on the State of the Nigerian Media
 - + *Sentenced to Silence*, 1998
 - + *Back from the Brink*, 1999
 - + *A Harvest of Blooms*, 2000
- * Other reports and publications
 - + *Unshackling the Nigerian Media: An Agenda for Reform*, July 1997 (In collaboration with ARTICLE 19)
- * *Media Scorecard* (Report of the Print Media Coverage of the Political Transition Programme - six issues, from January - June 1999)
- * *Airwaves Scorecard* (Report of the Broadcast Media Coverage of the Political Transition Programme - six issues, from January - June 1999)
- * *Unlocking Nigeria's Closet of Secrecy*, August 2000 (A Report on the Campaign for a Freedom of Information Act in Nigeria)

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Mercy Epete Jones, Secretary/Receptionist at MRA, provided the secretarial support for the report.

The report was edited by **Edetaen Ojo**, MRA's Executive Director, who supervised the project.

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FOREWORD

Alexandra Pope states thus: “For forms of government, let fools debate, what is best, is best administered”. His point seems to be that there is inherently no form of government that guarantees fulfillment of the people’s aspiration, be it an authoritarian or a feudal government, communism or democracy. To him, the temperament and vision of political leaders determine the success or otherwise of the government.

But for many people, Alexandra Pope was simply engaged in an exercise in sterile academism. To such people, democracy is simply the beacon of good governance. For them, this is essentially so for two reasons. The first is because of the elaborate provisions it makes for the psychological appeasement of the people by giving them the dignity of having a say in deciding who does, or who does not, govern them. It is obviously with this at the back of his mind that former American President Abraham Lincoln defined democracy as a “government of the people, by the people, for the people.”

The other reason is the checks and balances provided for leaders in a democratic setting. These give democracy a great appeal as a form of government for many people all over the world. Hence, numerous countries of the world are fast embracing democratic rule. It is believed that autocratic rule is archaic, barbaric and old fashioned. This was one of the basis for African leaders at the 35th Summit of the Organisation of African Unity (OAU) held in the Algerian Capital, Algiers, to pass an anti-coup resolution which says any government that comes to power in any African country through a coup d’etat, would be diplomatically isolated. In effect such a leader, would not be admitted as a member of O.A.U.

It is also worthy of note that with three decades of military rule (1966 – 1979) and (1983 – 1999), Nigeria has been brutalized and bastardized in the face of the outside world. In this age when democracy sweeping through the entire world, no one is left in the doubt that military rule is an aberration and a phenomenon with far more vices than virtues, if any.

For the new democracy to be sustainable, Nigerians must draw some lessons from the past mistakes and be able to guide the future of the new democracy. Again, one major feature of Democracy is popular participation. This can be achieved in many ways among which is seeking a feed-back from the electorate and passed on to the elected officials of government. It is with these as a motivation that Media Rights Agenda has undertaken this project: “Executive Watch”. The project seeks to monitor the new government of President Obasanjo to guard against possible derailment. It is to act as a feedback to President Obasanjo on what the populace, cutting across all sections of the society, feel about his policies and decisions, and also their reaction to his statements on crucial state matters.

Edetaen Ojo

Executive Director

Media Rights Agenda

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INTRODUCTION

The return of civil rule in Nigeria after more than 15 years of military rule came with the promises of civil liberties, freedoms, respect for rule of law as well as constitutional and participatory democracy. By its nature, democracy as a system of governance requires active participation and regular intervention through commentaries, questions, suggestions and debates by every section of the civil society.

But the constant interruption of the democratic process in Nigeria by successive military regimes eroded the culture of effective participation in governance in the country. Elected officers at the Federal, States and Local Councils show, by their utterances, attitudes, and actions tendencies of military officers holding public offices. With government's seeming disregard for interaction, there are fears of alienation by government, which portend grave danger for the new experiment at democratization.

Majority of the civil populace who are not consulted and barely included in the scheme of governance are those mainly affected by the discrepancy between government policy plans and implementation. A common reaction is a feeling by the governed that there is no difference between military dictatorship and democracy as practiced in Nigeria. Experiments on democracy have seen three unsuccessful models, all of which failed largely due to the lack of communication between the leaders and the governed.

However, for the current experiment to yield dividend, there has to be a way of measuring the undercurrents of reactions from civil society. There needs to be established a forum through which the people can effectively participate in the daily events that shape the present and define the future or, at the very least, be given an opportunity to have a say on such matters. The culture has to be developed as a way of giving assurance to civil society that democracy is indeed, a government of the people by the people and for the people, not merely by proclamation,.

The Executive Watch is designed to open a communication line for civil society to effectively participate in the growth and sustenance of democracy. Through the Executive Watch project, Media Rights Agenda monitors the activities and policies of the Executive arm of Government, particularly the Presidency, to ascertain the popularity such activities and policies enjoy among a wide spectrum of Nigerians, the overall objectives being to ensure greater public participation in governance and create a feedback mechanism for the government to enable it gauge its popularity and the acceptance of its policies.

Media Rights Agenda began the Executive Watch as a pilot project in September 1999 when it began a publication of monthly reports in a modest form. This is the twentieth issue of the Executive Watch. Before now, the questionnaires were administered only in Lagos State in assessing the way citizens view the policies and activities of the Federal Executive. The survey was carried out only in Lagos as a result of lack of resources to conduct a more nationally representative survey.

However, beginning from January 2001, the scope of the survey has been widened to include Benin City in Edo State, southern minority; Port Harcourt in Rivers State, representing the Niger-Delta area; Enugu in Enugu State, representing eastern Nigeria; Ibadan in Oyo State, representing western Nigeria, Kaduna in Kaduna State, representing northern Nigeria; Lagos in Lagos State, the melting pot of Nigeria; and the Federal Capital Territory, Abuja.

Media Rights Agenda proposes in subsequent exercise to broaden the scope even further to include Kano in Kano State, not only to increase the northern reach of the survey, but to capture the state which is strategic in northern and Nigeria's socio-political development.

This current survey addresses the request for approval of funds made by the Presidency to the National Assembly to purchase aircraft for the presidential fleet which are constantly malfunctioning and threatens the lives of the President, Vice-president and other public officials who travel in them, and the reaction of the National Assembly to the request.

OBJECTIVE

The specific objectives of the Executive Watch project are:

- * To regularly monitor and document discrepancies in government's policies and actions and thereby provide a primary source of information on these for the local and international communities on public reactions and responses to them.
- * To provide a framework for the Nigerian government, its departments and agencies to assess their performance in relation to their policies and their implementation, and understand the public attitude to such policies and governmental action.
- * To provide the citizens a forum to respond to and highlight areas of distortions in government policies and their implementation and contribute to the effective management of these distortions and thereby participate in the governance process.

JUSTIFICATION FOR THE TOPIC

Presidential Jets

There has been a major debate over whether or not the President deserves additional jets in his fleet.

In November 1999, President Olusegun Obasanjo requested the National Assembly to approve the purchase of a fairly used aircraft at the cost \$8 million. The President thereafter, traveled by commercial flight to Havana in Cuba for the G77 summit, a move considered by many to be unbefitting of a Nigerian President. But some others considered the act a political ploy by the President to force the National Assembly into approving funds for the purchase of an aircraft.

In June 2000, the President refurbished a presidential jet in Seattle in the United States at a controversial sum of \$3 million. Even after this, the aircraft allegedly developed a mechanical fault in Switzerland, where the President was stranded for 12 hours. The most recent was the Vice President Atiku Abubakar's escape from an alleged plane crash in Spain, when the presidential jet developed a major engine fault midair.

Shortly before the incident involving the Vice President, on February 6, 2001, the President had renewed his request to the Assembly, for the purchase of an aircraft at an unspecified cost, but for which a part payment of \$19 million was to have been made, for the use of the Vice President. The Assembly declined to honour the request. Rather, the Assembly requested the Presidency to enlarge its request to include official jets for other public officers, including the President of the Senate, the Speaker of the House of Representatives and the Chief Justice of the Federation. On the whole, they proposed the purchase of eight aircraft.

Some Nigerian have advised that rather than buy eight new Presidential jets, it might well be more cost effective for the government to use the money that might have been used for the purchase of one aircraft to repair and up-grade all the jets in the Presidential fleet. They argue that given the economic situation of Nigeria now, it would be a waste of resource to spend so much money, perhaps more than \$320 million, at an estimated cost of \$40 million each, on jets for public officers.

The consideration for this topic therefore is to seek answers to a number of questions among them whether Nigerians support the purchase of a new fleet of presidential jets, considering the frequent malfunctioning of aircraft in the presidential fleet on one hand and the huge cost of purchasing new ones.

It is also to inquire from Nigerians who agreed that a new set of presidential jets should be bought, how many should be bought, and for which categories of public officers.

There was also the need to ask whether the purchase of presidential aircraft should be the priority of the government when majority of Nigerians are wallowing in abject poverty occasioned by the poor state of economy, as has been argued by opponents of the plans.

It was also important to seek from respondents who do not support the purchase of new aircraft their reason and have them profer alternative solutions to the problem.

SUMMARY OF FINDINGS

Nigerians Approve Purchase Of Presidential Jets

By an overwhelming majority, Nigerians have frowned at the reported decision of the upper chamber of the National Assembly, the Senate, directing the Presidency to forward to it for approval a supplementary budget for the purchase of eight new presidential jets. Nigerians responding to a questionnaire based public opinion poll said the directive was ill conceived, frivolous and a misplaced priority.

On the contrary, despite the huge cost of a presidential jet, a majority of respondents called for the purchase of two additional aircraft to boost the presidential fleet. Nigerians say the two additional jets to be purchased should be allocated to the offices of the President and the Vice-President. According to them, the old aircraft in the presidential fleet, which presently are seven, have not only become an embarrassment to the nation, but most importantly, threats to the lives of the President and his vice. They, therefore, urged the Senate to grant the request of President Olusegun Obasanjo to purchase a presidential jet.

The survey was conducted by Media Rights Agenda under its Executive Watch project. It was conducted between March 15 and 24, and involved the administration of 3,500 questionnaires on Nigerians from all walks of life in seven major cities drawn from the main regions of Nigeria, including the Federal Capital Territory, Abuja. Out of these, 3,128 questionnaires were completed and returned.

The cities are: Lagos, Ibadan, Benin, Kaduna, Enugu and Port Harcourt. Five hundred copies of the questionnaires were administered in each city covered in the exercise.

Specifically, 2,030 respondents in the survey as against 1,098, called on the National Assembly to approve the purchase of at least one jet for the presidential fleet.

When asked how many jets they would want the government to buy and for which categories of public officers, out of the 2,030 respondents, 532, representing 26.2 per cent, said the government should buy one for the use of the President. Eight hundred and fifty eight respondents, representing 42.3 per cent, recommended the purchase of two aircraft for the offices of the President and the Vice-President.

Another 342 respondents, representing 16.8 per cent, suggested the purchase of three aircraft for the offices of the President, Vice-President and Senate president. A further 182 respondents recommended the purchase of four aircraft for the offices of the President, Vice president and Senate President and Speaker of the House of representatives, while 52 respondents suggested the purchase of five aircraft and six suggested six aircraft. Fifty-eight respondents were undecided.

However, responses to the question which asked respondents who are not in support of the purchase of any new aircraft to state their reasons, could be summed up in five discernable reasons. Top on the reasons adduced was the issue of "frivolous spending rather than on priority needs of Nigerians". Specifically, frequency wise, this appeared as a reason 560 times.

Consideration of cost of the aircraft appeared 286 times. To respondents who complained of the cost,

the money could be better spent on the development of rural areas.

Ninety six respondents considered it a waste of resources, 94 said the economy is too fragile to accommodate such a demand, while 34 hinged their reason on the debt burden Nigeria presently faces. The remaining 60 were undecided.

Having regard to the risk associated with the dilapidated aircraft the President, the Vice-President and senior public officers travel in, 772 respondents who do not support the purchase of new aircraft suggested as alternative the refurbishment and upgrading of the old fleet of presidential jets; 144 respondents suggested travel by commercial flights for public officials; and 90 respondents suggested travel by private chartered flights for public officers until the the economy improves. The other 92 respondents were undecided.

Respondents also advised the government to adopt an efficient management and adequate maintenance culture whereby both the old and new aircraft in the fleet would constantly be at peak performance rather than being left to deteriorate.

OUTLINE OF FINDINGS

The first issue the questions sought to know from respondents was whether they supported the purchase of new presidential jets, considering the huge amount of money involved in the purchase on one hand and the incessant near accidents involving the aircraft conveying President Obasanjo and Vice-President Atiku at various times.

From the total number of 3,128 valid responses, 2,030 respondents, representing 65 per cent answered 'Yes', indicating that they supported the purchase of at least a new aircraft, while 1,098, representing 35 per cent answered 'No'.

On a city-by-city basis, the response pattern shows that the support for the purchase of at least a new aircraft for the Presidency cuts across all sections of Nigerians. Specifically, out of the 475 respondents from Abuja, 312 of them, representing 62.3 per cent, agreed that the presidency should purchase at least an aircraft, while the remaining 166 respondents say “No” to the purchase of a new aircraft. In Benin City, the number of respondents that said “Yes” to a new presidential jet were 342 as against 98 who said otherwise; Enugu, 264 as against 176; Ibadan, which recorded the closest margin, was 202 for and 198 against; Kaduna, 286 for and 134 against; Port Harcourt, 300 for and 200 against; and Lagos 324 for and 126 against.

When respondents who support the purchase of at least one presidential jet were further asked to suggest the number of jets to be purchased and for which categories of public officers the jets are to be allocated, 532 respondents, representing 26.2 per cent, recommended the purchase of one jet for the office of the President alone. Eight hundred and fifty eight respondents, representing 42.3 per cent, recommended two jets, to be allocated to the offices of the President and the Vice President. Three hundred and forty two others, representing 16.8 per cent, recommended the purchase of three aircraft, one each for the offices of the President, the Vice President and Senate President. The other 182 respondents, representing 8.9 per cent recommended the purchase of four aircrafts for the offices of the President, the Vice President, the Senate President and the Speaker of House of Representatives.

Furthermore, 52 respondents, representing 2.6 per cent, recommended the purchase of five aircraft; one each for the President, Vice-President, Senate President, Speaker of House of Representatives and the Chief Justice of the Federation. Six others representing 0.3 per cent recommended one for the Executive, one for the Legislature and one for the Judiciary. However, 58 respondents representing 2.9 per cent were undecided.

Respondents who do not support the purchase of an aircraft, however, offered a number of reasons for their position. These include alleged "frivolous spending rather than on priority needs of Nigerians" by government officials, the huge amount of money involved, the neglect of the welfare of the masses, inability of the government to prioritise their programmes, and insensitivity of the government to the basic needs of the people.

Others are the poor state of the Nigerian economy occasioned by poor management by public officials and the debt burden facing the country.

Specifically, the frequency of the occurrence of allegations of frivolous spending on non-priority matters

by government officials is 560 times. Consideration of cost of the aircraft appeared 286 times. For the respondents who complained of the cost, the money could be better spent on the development of rural areas.

Charges that the purchase would be a waste of scarce economic resources appeared 96 times; Poor Economy appeared 94 times, and consideration for Nigeria's debt burden came up 34 times. But 60 respondents were either undecided or had incomprehensible responses.

Having regard to the risk associated with the dilapidated aircraft the President, his vice and senior public officers travel in, 1,098 respondents who do not support the purchase of new aircraft suggested some alternatives. A huge majority of them, precisely 772 respondents, suggested the refurbishment and upgrading of the old fleet of presidential jets; 144 respondents suggested travel by commercial flights for public officials; and 90 respondents suggested travel by private chartered flights for public officers until the economy improves. The other 92 respondents were undecided.

Respondents also advised the government to adopt an efficient management and adequate maintenance culture whereby both the old and new aircraft in the fleet would constantly be at peak performance rather than being left to deteriorate.

Considering the widespread public debate that greeted the report that the Senate had directed the Presidency to forward to it a supplementary budget for approval for the purchase of eight additional aircraft, respondents were asked irrespective of their opinion to an earlier question seeking to know whether they consider it necessary that at least an aircraft should be purchased, whether they consider the reported directive of the Senate calling for the purchase of 8 aircraft appropriate. The vast majority of respondents, precisely 2,752, representing 87.9 per cent, said 'No', indicating that the Senate's directive was not right. Three hundred and seventy other respondents, representing 11.8 per cent, answered "Yes", indicating that they agreed with the Senate, while six respondents, representing 0.3 per cent, all from Abuja, were undecided.

It is instructive to note that three respondents who indicated that the Senate was right in its reported directive to the Presidency to seek approval for the eight aircraft added in a seeming mock gesture something to the effect that the Senate may as well approve purchase of jets for all of them. Two of these respondents are from Benin and the third is from Lagos.

Meanwhile, on a city-by-city analysis, the pattern of response shows that the indisposition of Nigerians to the Senate's directive cuts evenly across all parts of the country. The highest percentage of respondents who considered the Senate's directive ill-thought out came from Port Harcourt. This stood at 98 per cent of the respondents from that city and in relation to that issue. Lagos, with 86 respondents, i.e. 19.2 per cent out of its total 450 respondents answering "Yes", came tops in the cities where the Senate's decision was considered right.

Regarding calls by some Nigerians that having regard to the anti-corruption crusade of the present government the reported refurbishing of a Presidential jet in Seattle in the United States of America at the cost for at \$3 million was too high and should be probed, respondents, in the context of this survey, were asked what their opinions were. Out of the total of 3,128 respondents, 1,930, representing 61.7 per

cent, answered 'Yes', indicating that they support the calls for a probe, while 1,124 other respondents answered 'No', representing 31.9 per cent. However, 74 respondents, representing 6.4 per cent, were undecided.

Lastly, respondents were asked if they felt the purchase of a presidential jet should be a priority for the government in the face of numerous problems in need of the government's attention, which it says it does not have resources to address.

Out of the 3,128 respondents, an overwhelming majority of 2,312 said 'No'. This represents 73.9 per cent. Eight hundred and two other respondents, representing 25.6 per cent, said 'Yes', indicating that government is right in making the purchase of aircraft a priority. Fourteen respondents, representing 0.5 per cent, were undecided.

However, irrespective of the respondents' earlier opinion to the question seeking to know whether they support the purchase of an aircraft or not, respondents were asked what they thought of the reported directive by the National Assembly, specifically the Senate, for the purchase of eight additional aircraft given the state of the Nigeria's economy. By a huge margin, respondents, precisely 2,752, representing 87.9 per cent said 'No', while 370 others, representing 11.8 per cent, said 'Yes'. Six respondents representing 0.3 per cent all from Abuja, were undecided.

On a city-by-city basis, the pattern of responses shows that there is an even spread in the distribution of respondents who consider the Senate's directive unreasonable.

Specifically, the distribution is thus: Lagos, 364 respondents, representing 80.8 per cent, say the Senate is unreasonable in its directive as against 86, representing 19.2 per cent; Kaduna, 352 respondents, representing 83.8 per cent, say the Senate is unreasonable in its directive as against 68, representing 16.2 per cent; Ibadan, 362 respondents, representing 90.5 per cent, say the Senate is unreasonable in its directive as against 38, representing 9.5 per cent; Enugu, 400 respondents, representing 91 per cent, say the Senate is unreasonable in its directive as against 38, representing 9 per cent; Benin City, 390 respondents, representing 88.6 per cent, say the Senate is unreasonable in its directive as against 50, representing 11.4 per cent; Port Harcourt, 490 respondents, representing 98 per cent, say the Senate is unreasonable in its directive as against 10, representing 2 per cent; and Abuja, 394 respondents, representing 82.4 per cent, say the Senate is unreasonable in its directive as against 78, representing 16.3 per cent.

Responding to a question whether respondents support calls by some Nigerians that the cost for refurbishing the Presidential jet in Seattle in the United States of America, which was reported to be \$3 millions, was too high and should be probed, majority of respondents said "Yes". Specifically, out of a total sample of 3,128 respondents, 1,930 of them said 'Yes' while 1,124 others said 'No'. These represent 61.7Per cent and 31.9 per cent respectively. Seventy four respondents, representing 6.4 per cent, were undecided.

On a City-by-City basis, the pattern of responses show that the support for the call for a probe cuts across all the cities polled. Spcifically, respondents from Lagos support the call for a probe by 53.7 per cent as against 39.1 per cent who do not support it. Seven per cent of the Lagos respondents were undecided. Respondents from Kaduna support the call for a probe by 61.6 per cent as against 38.1 per

cent who do not support it. An insignificant few were undecided.

From Port Harcourt, respondents who support the call for a probe were 72.4 per cent as against 27.6 per cent who do not support it. Respondents from Enugu support the call for a probe by 67.2 per cent as against 28.1 per cent who do not support it. Almost five per cent of Enugu respondents were undecided. From Benin City, respondents' support for the call for a probe stood at 63.1 per cent as against 35 per cent who do not support it, with 1.9 per cent of the respondents were undecided. Lastly, respondents from Abuja support the call for a probe by 57.3 per cent as against 41.4 per cent who do not support it, while 1.3 per cent of the respondents were undecided.

As a measure of the consistency of the respondents to the questions asked, the question was asked: Do you think that having regard to the fact that there are a lot of other areas in need of attention which the government says it does not have resources to address, the purchase of jets should be a priority of the government?

An overwhelming number of the 3,128 respondents, precisely 2,312, said 'No'. This represents 73.9 per cent, as against 802 others, representing 25.6 per cent, who said 'Yes'. Fourteen respondents, representing 0.5 per cent, were undecided.

Clearly, compared to the question which asked respondents whether they support the purchase of additional airplanes, a significant percentage of the respondents were inconsistent.

RESEARCH METHODOLOGY

This is the twentieth edition under the Executive Watch project. For this particular survey, 3,500 questionnaires were produced and administered out of which 3,128 were returned, this number represents 89.3 per cent. Five hundred questionnaires were administered in each of the seven cities covered in this exercise. These include Benin City, Enugu, Ibadan, Kaduna, Lagos, Port Harcourt and the Federal Capital Territory, Abuja. It is however, hoped that this will be broadened in future to include respondents from Kano and that the questionnaires will be increased to 1000 copies.

The survey was conducted between March 15 and 24, 2000. The questionnaires for this survey contained seven structured questions. Four of the questions were close-ended, requiring respondents to indicate either 'Yes' or 'No' and the three others required respondents to state their answers in their own words.

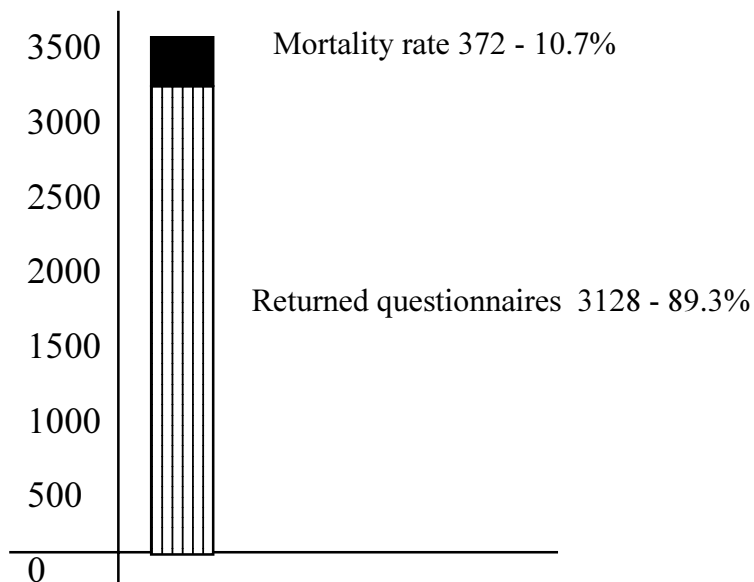
The questionnaires were distributed among Nigerians of 18 years and above, both male and female. It also deliberately attempted to capture, in significant ratio, people of three broad educational background, i.e. No formal education to primary school education level; post primary education level and post secondary education level.

Respondents who do not possess a sufficient literacy ability were assisted by MRA's researchers to read and interpret the questions and elect appropriate options according to the preferences of the respondents concerned.

QUESTIONNAIRE RATE OF RETURN / MORTALITY

ACHIEVED SAMPLE

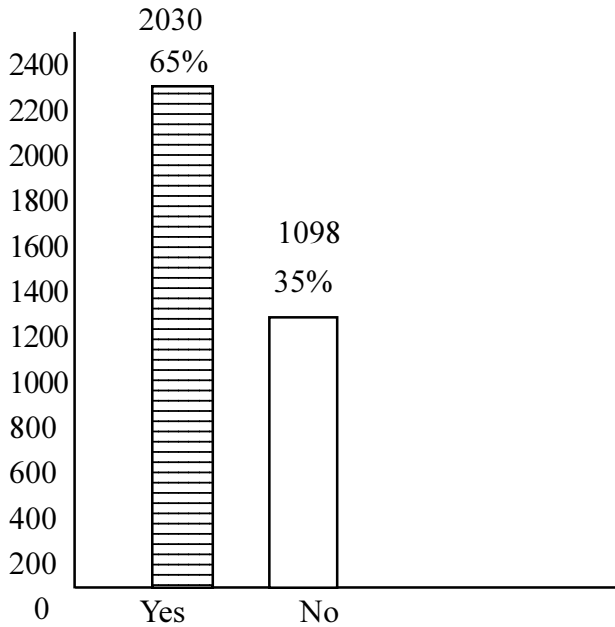
Sample sizes Sample groups	Nos of questionnaires administered	Nos of questionnaires received and %	Nos of questionnaires not received and %
Lagos	500	450 90%	50 10%
Benin City	500	440 88%	24 12%
Ibadan	500	400 80%	100 20%
Kaduna	500	420 84%	80 16%
Abuja	500	478 95.6%	22 4.4%
Port Harcourt	500	500 100%	0 0%
Grand Total	Cummulative 3500	Cummulative % 3128 89.3%	Cummulative % 372 10.7%



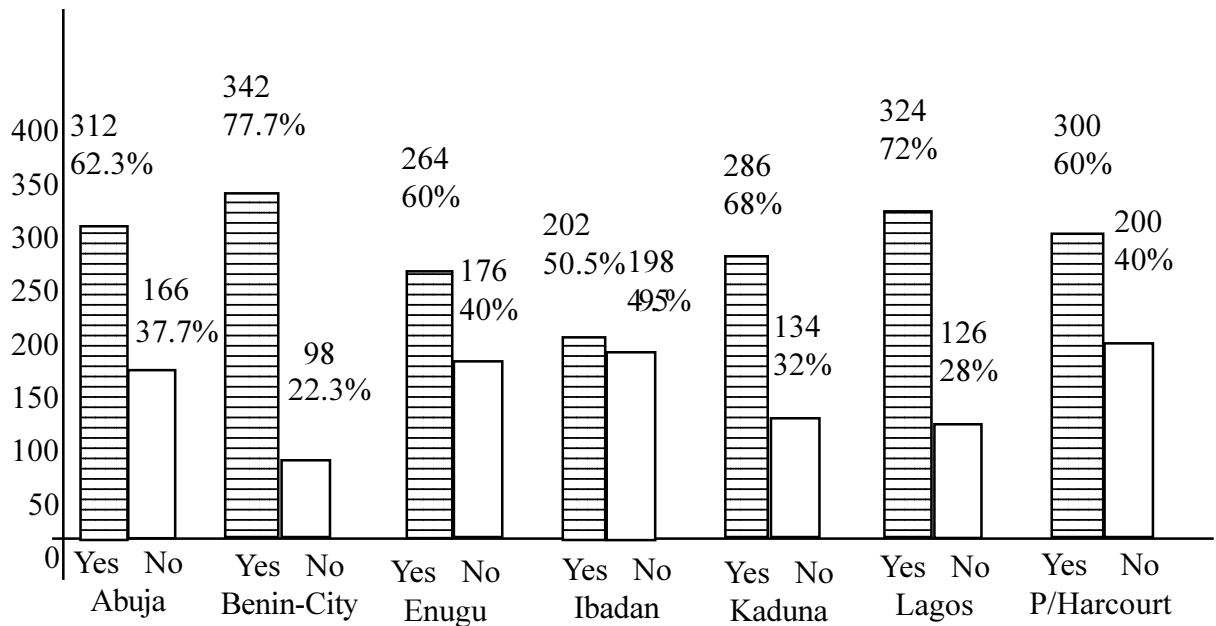
Questions

1. Considering the various incidents involving the aircraft carrying President Obasanjo and Vice-President Atiku, on the one hand and the cost of buying presidential jets, on the other, do you support the purchase of new presidential jets now? Yes No

AGGREGATE RESPONSE



CITY-BY-CITY RESPONSES



2. If your answer to question No. 1 above is ‘Yes’, then how many jets would you suggest and for which category of public officers?

AGGREGATE RESPONSE

No of Aircrafts	Categories of public officers	Total No. of respondents	%
One	President only	532	26.2
Two	President and the Vice President	858	42.3
Three	President, Vice president and Senate President	342	16.8
Four	President, Vice president, Senate President and Speaker of House of Representatives	182	8.9
Five	President, Vice President, Senate President, Speaker House of Representatives and the Chief Justice of the Federation	52	2.6
Six	Executive, Legislature, Judiciary	6	0.3
	Undecided	58	2.9
	Total	2,030	100

3. If your answer to No.1 question is ‘No’, why do you not support the purchase of the aircraft?

AGGREGATE RESPONSE

	Reasons	Frequency
1.	Frivolous spending and misplaced priority at the neglect of people oriented projects	560
2.	Huge cost involved which could be deployed to the development of rural areas and provide job opportunities	286
3.	Waste of scarce economic resources	96
4.	Poor economy	94
5.	Nigeria’s debt burden	34
6.	Undecided	60
	Total	1,098

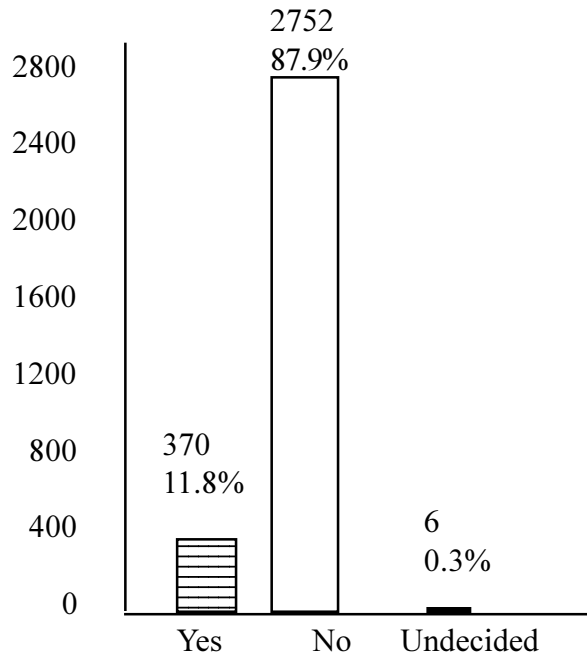
4. If your answer to question No. 1 is 'No', what alternatives would you suggest considering that there are possible danger to the lives of the senior public officers involved should any accident occur?

AGGREGATE RESPONSE

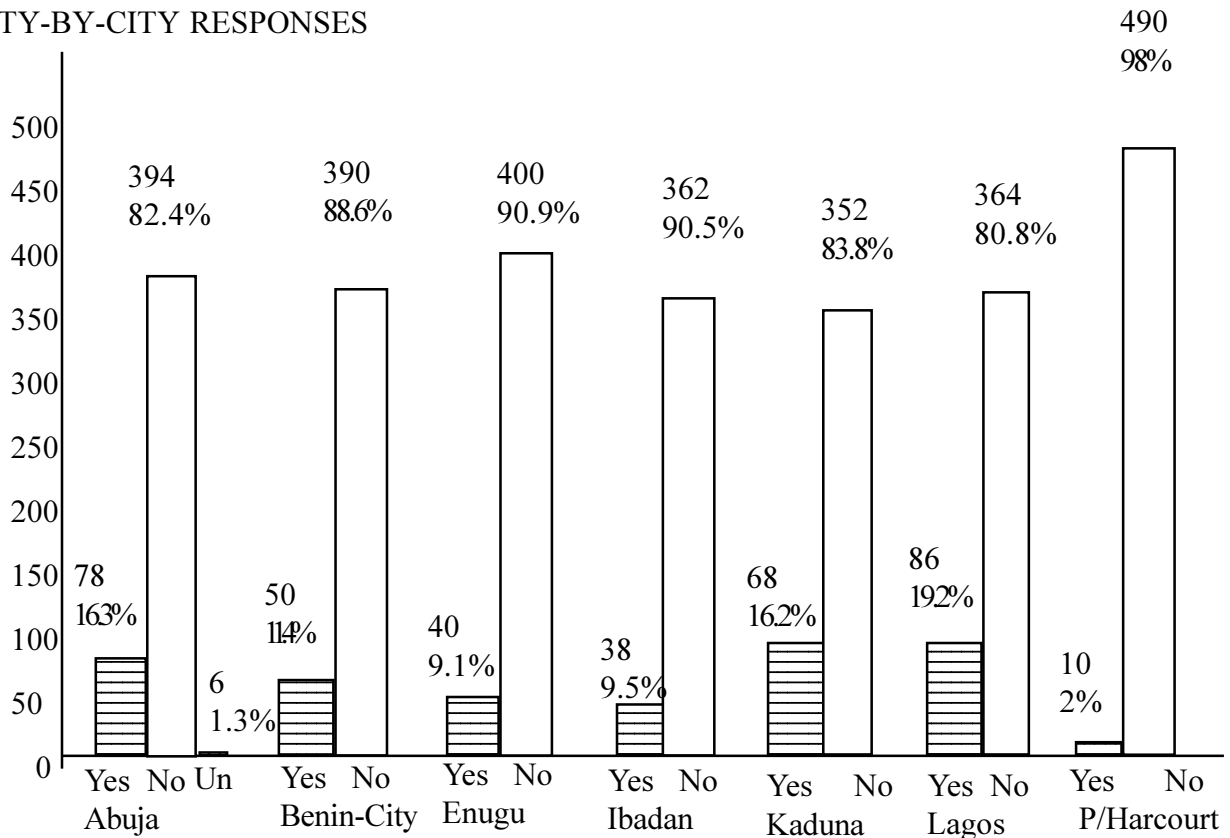
	Alternatives	Frequency
1.	Federal Government should refurbish and upgrade the old fleet of presidential jets	774
2.	Public officers should travel by commercial flights	144
3.	Public officers should use private chartered flights until the Nigerian economy improves	90
4.	Undecided	92
	Total	1,098

5. Irrespective of your answer to question No 1, do you think that the directive of the National Assembly for the purchase of eight additional aircraft is a reasonable request to make at this point in time of Nigeria's economic difficulties?

AGGREGATE RESPONSE

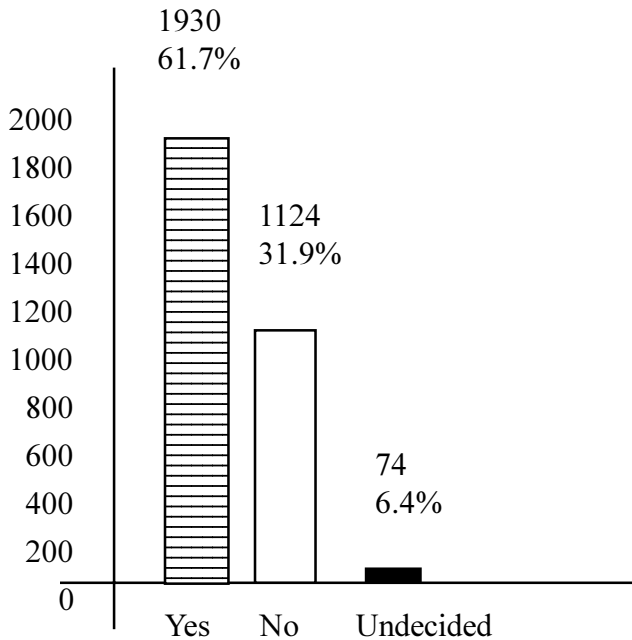


CITY-BY-CITY RESPONSES

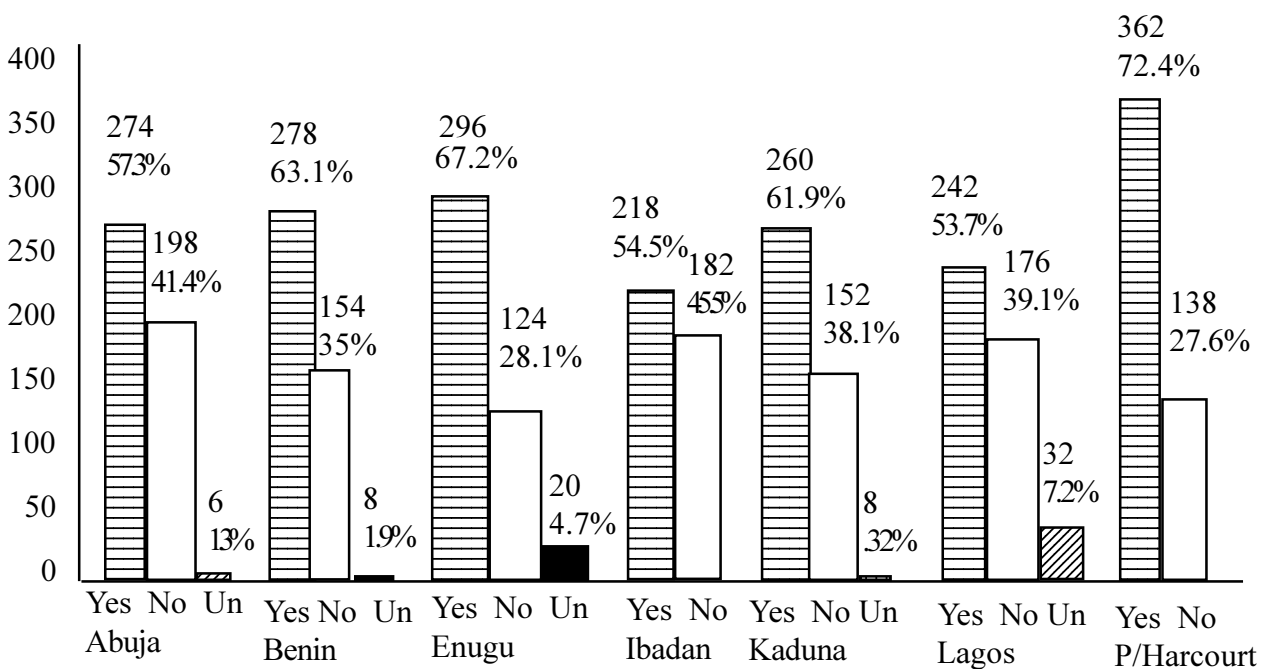


6. Do you support the call by some Nigerians that the cost for refurbishing the presidential jet in Seattle in the United States of America, was too high and should be probed? Yes No

AGGREGATE RESPONSE

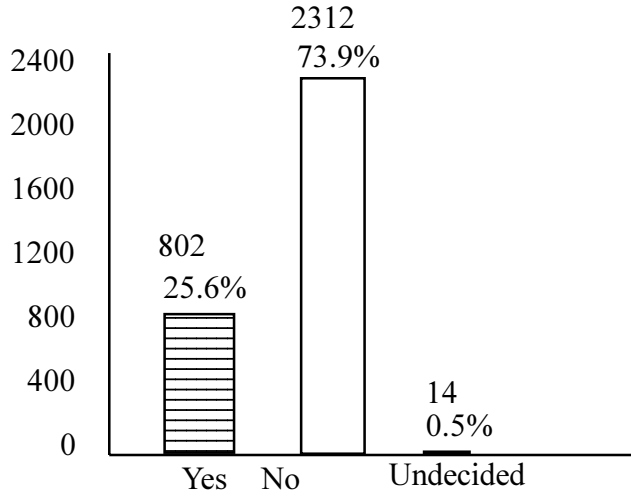


CITY-BY-CITY RESPONSES

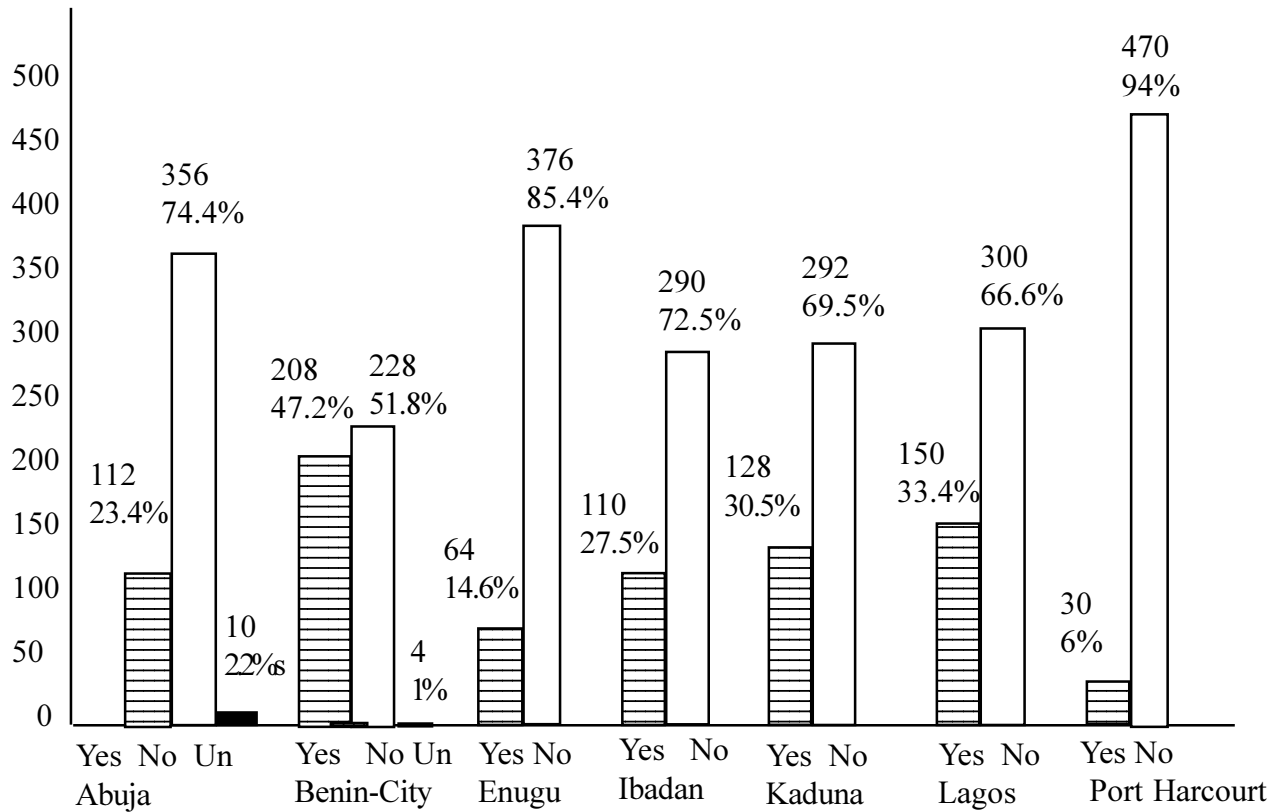


7. Do you think that having regard to the fact that there are a lot of other areas in need of attention, which the government says that it does not have the resources to address, the purchase of presidential aircraft should be a priority of the government? Yes No

AGGREGATE RESPONSE



CITY-BY-CITY RESPONSES





Media Rights Agenda (MRA) is an independent, non-governmental organisation established in August 1993 for the purpose of promoting and protecting press freedom and freedom of expression in Nigeria. MRA is registered in Nigeria, and has Observer Status with the African Commission on Human and Peoples' Rights in Banjul, The Gambia.

MRA's programmes fall into four broad categories, namely: Litigation, Training, Research and Publications, and Advocacy, although its projects in these areas often overlapped. Its specific project activities include monitoring of attacks on the press, publication of reports on media issues, legislative lobbying, organizing seminars, conferences and workshops, research and litigation, particularly class actions and legal assistance to journalists who are physically attacked, arrested or detained, unjustly dismissed from their work or are harassed in other manners.

The Aims and Objectives of Media Rights Agenda are:

- a to promote respect and recognition for press freedom and freedom of expression in Nigeria;
- b to provide protection and support for journalists and writers engaged in the lawful pursuit of their professional duties;
- c to promote the highest standards of professional ethics, integrity, training and conduct in the journalism profession; and
- d to bring about a conducive social and legal atmosphere for the practice of journalism, and ensure the protection of the journalist's right not to be compelled to work against his or her conviction or disclose confidential sources of information.

Executive Committee

Edetaen Ojo, Executive Director
Tunde Fagbohunlu, Director of Legal Services
Morenike Ransome-Kuti, Director of Research
Austin Agbonsuremi, Director of Publications
Eze Anaba, Director of Projects
Tive Denedo, Director of Campaigns
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Secretariat

Edetaen Ojo, Executive Director
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Maxwell Kadiri, Legal Officer
Ayode Longe, Programme Officer
Joy Kadiri, Accountant
Ademoyewa Johnson, Campaign Officer
Oluwabunmi Oke, Secretary
Mercy Jones Epete, Secretary/Receptionist
John Gbadamosi, Administrative Assistant
Rose Aikhuele, Office Assistant

Media Rights Agenda

44, *Alhaja Kofoworola Crescent*
Off Obafemi Awolowo Way, Ikeja

P. O. Box 52113, Ikoyi

Lagos, Nigeria

Tel: 234-1-4936033, 234-1-4936034

Fax: 234-1-4930831.

E-mail: pubs@mediarightsagenda.org

Web site: <http://www.internews.org/mra>