

## Historicizing the Challenges of Modern Transportation System on Economic Development in South-West Nigeria

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### Abstract

The functioning of any economy requires the effective transportation system. As economies develop, specialized production increases and relatively more transport system is needed. Since people must utilize various available forms of transportation system to move around in the daily performance of their social and economic activities in the villages, towns and cities, the evolution of transport has always been linked to economic development. Out of all the means of modern transportation system in South-West Nigeria, road transportation has been over used in South-West Nigeria which has so many negative effects on its economy. The waterways have a lot of capacity that is not being utilized. Railways was heavily used in the past, but at present they are sparingly used while the airways are heavily used but still need a lot of improvement and expansion. In view of the above, this study documents the various challenges confronting modern transportation system on economic development in South-west Nigeria. The paper concludes that there should be adequate population census figure so as to help government to know the quantity of transportation infrastructure to be provided, increase in transportation allocation, population control, proper utilization of the approved and released funds to implement the designed transportation facilities, regular maintenance, political stability, among others, for the attainment of economic development in the study area. The method adopted for the study is basically historical, involving the use of both primary and secondary source materials. Interviewees were purposively selected due to their link with modern transportation. This was complemented by secondary sources such as publications, journal articles, conference papers, textbooks, theses, internet materials etc.

### INTRODUCTION

Transportation plays a crucial role in economic growth by linking and providing access for people to essential services such as education, markets, employment, recreation, health care and other key services that induce growth of towns, cities and metropolis. Enhanced mobility for the poor and vulnerable groups is one of the most important preconditions for achieving economic development. Places with abundant and variety of transport modes, also with capability and introduction of integrated system are more likely to develop gradually often into more complex or advance milieu with prosperity such as centers for trade, commerce, industry, education, tourism and

services.<sup>1</sup>The basic necessities of life, namely, food, clothes and shelter are impossible to be achieved without an effective means of transportation; and without transport, life as it is today would be inconceivable. Transportation is particularly crucial for the existence of human settlements, while the existence of such settlements creates greater demand for transport.<sup>2</sup> Transportation routes are constructed for distribution of resources between places where they are abundant, sufficient and simultaneously places where they are scarce and alternatively, redistribution of finished goods. It is an indispensable component of the social, political and economic life of every society because it has a major role to play in the relationship between different locations, regionally, nationally and globally. The importance of transportation can, therefore, be seen in the daily rural, urban and regional human activities. This explains why transportation is one of the most important human activities.<sup>3</sup>The introduction of modern transportation system in South-west Nigeria influences the economic, political and social structure of the country. Its introduction resulted to the transformation of indigenous economy into a market oriented economy<sup>4</sup>. The introduction of modern transportation system such as rail, road, air and water by the colonial government brought about significant changes in the economies of Nigeria in general and South-west Nigeria in particular.

Prior to the introduction of modern transportation system in Nigeria, the pre-colonial means of transportation in the South-western part of the country were human portage and canoe; other paramount indigenous means are Kanako/Afaja, Ofe, Egbe<sup>5</sup> these system were commonly used by warriors and powerful individuals in the society. Thus, with the introduction of modern transportation system, there was a fundamental shift from the use of traditional means. into the use of modern transportation system. It has been argued that, out of all the means of modern transportation system in Nigeria, road transportation has been over used, which have so many negative effects on the economy of South-west Nigeria.

The predominant use of road transportation over all other modes of transportation in Nigeria have environmental problems on road transportation and high occurrence road traffic accidents, which has greatly affected the economic development of Nigeria as a whole and South-west Nigeria in particular. The evaluation of the pattern of operation and maintenance in the transport sector of South-west Nigeria prior to 1960, and afterwards is one of the focuses of this research. However, the way forward on the reduction of the use of road transportation and how other modes of transportation can be adequately utilized to affect the economic condition of the people is also part of the concern of this study because transportation involves motor transport with good road network, railway with functional railway lines, water transport with well dredged water channels, and Airways with standard aviation facilities. Besides, effective transportation enhances efficient

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<sup>1</sup> J.A. Buis, "New Paradigm for Urban Transport Planning": Cycling Inclusive Planning at the Pre-event Training Workshop on Non-Motorized Transport in Urban Areas, 4th Regional EST Forum in Asia, Seoul, Republic of Korea, 23rd February 2009, p.34

<sup>2</sup> A.O. Ajiboye., and O. Afolayan., "The Impact of Transportation in Agricultural Production in a Developing Country: A Case of Kolanut Production in Nigeria". *International Journal of Agricultural Economics and Rural Development*, Vol. 2(2), 2009, pp.47-57,

<sup>3</sup> Oral interview with Mrs Ogunmakin Moyosore 54 years, Staff of Ministry of Transport, Lagos on 24/7/2018

<sup>4</sup> Oral interview with Chief A.F. Agboola, Odofin of Orun Ekiti, 95 years, a Quarter Chief/Retire Teacher at his Residence in Ado Ekiti on 25/6/2018.

<sup>5</sup> Oral interview with Chief A.F. Agboola, Odofin of Orun Ekiti, 95 years, a Quarter Chief/Retire Teacher at his Residence in Ado Ekiti, Ekiti State on 25/6/2018.

distribution of resources and proper management of commerce, government business and international transaction.

## **GEOGRAPHICAL DESCRIPTION OF THE STUDY AREA**

South-west Nigeria, which is the study area, lies between latitude 6°N and 8½°N of equator and longitude 3°E and 5°E of Greenwich Meridian Time (GMT)<sup>6</sup>. It comprises six Yoruba speaking states, namely Lagos, Ogun, Oyo, Osun, Ondo and Ekiti States with the total area of 79, 048 sq. kilometers. South-west Nigeria is endowed with both agricultural and commercial activities. Lagos State is the most populous city, commercial hub, formal capital city of Nigeria, and the second fastest growing city in Africa and the seventh in the world. However, population of Lagos State is estimated at 12,100,616<sup>7</sup>. The geography of the state is characterized with 999.6km<sup>2</sup> (385.9sqm) of land: 738km<sup>2</sup> (285sqm), water: 2616km<sup>2</sup>. Ogun State covers about 16, 762 square kilometers, approximately 1.82 percent of Nigeria land mass. The population of the state is estimated 4,980,587<sup>8</sup>. It is bounded on the north by Oyo and Osun States, in the south by Lagos State and Atlantic Ocean, in the east by Ondo State and at the west by Benin Republic and Ondo State. Oyo State is popularly known as the peace setters'. Oyo State is bounded in the north by Kwara State, in the east by Osun State, in the south by Ogun State and in the west partly by Ogun State and partly by the Republic of Benin. The state has its capital city which is perhaps one of the largest cities in Africa to be Ibadan and covers approximately an area of 28,454 square kilometers<sup>9</sup>. Osun State covers about 9,251 km<sup>2</sup> (3,572 sq mi) of land. Osun State is bounded in the North by Kwara State, in the east partly by Ekiti State and partly by Ondo State, in the south by Ogun State and in the west by Oyo State. The state has an estimated population of 3,416,959<sup>10</sup>. Ondo State is bounded in the North by Ekiti State, in the northeast by Kwara State, Edo State to the east, Delta State to the southeast, Ogun State to the southwest, and Osun State to the northwest, in the south by Ogun State and in the west by Oyo State. The state has the estimated population as 3,460,877<sup>11</sup>. Ekiti State covers about 15,500 km<sup>2</sup> (6,000 sq mi) of land. It lies south of Kwara and Kogi States, East of Osun State and bounded by Ondo State in the east and south. The state has an estimated population of 2,210,957<sup>12</sup>. Ekiti State covers about 6,353 km<sup>2</sup> (2,453 sq mi) of land<sup>13</sup>.

## **CHALLENGES OF TRANSPORTATION SYSTEM**

Research has revealed a number of challenges militated against efficient of modern transportation system in South-west Nigeria which has negative effect on the economic development. Some of these are highlighted below. It has been explained that modern transportation

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<sup>6</sup>U.O. Salisu, "Analysis of Transport Administration and Sustainability Transport Development in Lagos, Ogun and Oyo States, Nigeria" *JORIND*, Vol. 15, No.1, 2017. p. 209

<sup>7</sup> *ibid*, p. 208

<sup>8</sup>National Population Commission, population.gov.ng. Retrieved 10<sup>th</sup> October, 2017

<sup>9</sup> National Population Commission, population.gov.ng. Retrieved 10<sup>th</sup> October, 2017

<sup>10</sup> *ibid*

<sup>11</sup> *ibid*

<sup>12</sup> *ibid*

<sup>13</sup> *ibid*

system comprises of Air, Water and Land. For the better understanding of this study, it is pertinent to examine some of the challenges confronting each of the system.

### **Problem facing air transportation in South-west Nigeria**

It has been argued by various reseaschers on this study area that, absence of Coherent Air Transport Policy has been militating against and effective use of Air transportation system, because of this singular problem. The National Transport Policy has indicated the need to take measures to bring co-ordination and rationality in the transport network. The early history of transportation development in Nigeria was marked by an attempt at coordination. However such attempts were virtually abandoned in later years<sup>14</sup>. The result of this is that the Nigerian Airways was declared bankrupt. The demise of the Nigerian Airways is a clear indication of lack of coherent policy which paved way for the death of the national carrier. Furthermore, if there is a coherent policy, major airports in the country would have been expanded and modernized long time ago as many of the airports were built in the 1970s with an old architectural design. There is the need for a coherent policy that will ensure balance between the needs of the society and the economy for adequate transport facilities and the ability of the transport sector to meet such demands<sup>15</sup>.

Furthermore, the Transportcorporations have been poorly managed by different governments in power. This explains the management agreements between the Nigerian Airways and the Royal Dutch Airline in the late 1970s and early 1980s. In 1999, bad management led to a crisis in the Nigerian Civil Aviation industry following the decline and near collapse of the Nigerian Airways<sup>16</sup>. Bad management of this sector finally resulted in the Nigerian Airways declared bankrupt in 2004. It is clear that over the years the national carrier Nigerian Airways could not be managed successfully as a business venture. The result is sharp reduction in the number of airplanes that fleet of the Nigerian Airways. For example, in 1979, the nation could boast of twenty nine well maintained and functional aircrafts in the fleet of the Nigerian Airways flying locally and internationally, but by 1999, only two were left functioning<sup>17</sup>. This is because the facilities provided at the nation's International Airports at Lagos and other local Airports in the study area such as seats, air-conditioning system, conveyor belt, toilet facilities, etc. are decaying. This arises as they are not upgraded based on the increase in human traffic and as such passengers goes through difficulties before boarding a flight<sup>18</sup>. In Nigeria, while passengers and cargo traffic has increased, the infrastructure provided has not experienced a corresponding overhaul and expansion over the years. The decaying facilities especially at international airports give the country a bad image as airports are the first point of contact for foreigners coming into the country. Airport infrastructures are vital to the economic growth of any nation<sup>19</sup>.

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<sup>14</sup> M.O. Filani, "Transport and Rural Development in Nigeria", *Journal of Transport Geography*, Vol. 1, No. 4, 1993, pp. 248-541

<sup>15</sup> M.O. Filani, "Transport and Rural Development in Nigeria", *Journal of Transport Geography*, Vol. 1, No. 4, 1993, pp. 248-541

<sup>16</sup> O.S. Akpoghomeh, "The Development of Air Transportation in Nigeria". *Journal of Transport Geography* Volume 7, Issue 2, June 1999.

<sup>17</sup> K. Oyesiku, "Policy Directions in Urban Transportation" in *Perspectives on Urban Transportation in Nigeria*, NITT Publications; Chap. 10, 2004, pp. 171-202.

<sup>18</sup> *ibid*

<sup>19</sup> R. Carruthers,. (2012). Transport Infrastructure for Med II Countries, CASE Network Reports, p.108.

Also, the security measures put in place at different Airports in the country are not effective and modern in nature. There is loose security at airports in Nigeria. There is no solid perimeter fencing at all the airports in the country. The lack of perimeter fencing allowed grazing by the runway of some airports<sup>20</sup>. Besides, the roads leading to some airports are not secured, as armed robbers and militants attack travelers<sup>21</sup>. These robbery incidents occur due to loose security along roads leading to airports which need to be secured for the safety of travelers and their properties. There are also petty thieves in some airports who capitalize on the loose security to break into visitor's car and carry handy belongings. Also all kinds of people are found at the airport due to loose security.

It is interesting to note that, there are intermittent air crashes in Nigeria which damages the safety record of airlines in the country. This also makes passengers to be afraid of traveling by air, as air crashes are fatal. For example, in October, 2005, 117 people were killed when Bellview Airlines Boeing 737 bound for Abuja came down shortly after taking off from Lagos. In December of the same year, a Sosoliso Airlines DC-9 crashed in Port Harcourt, killing 103 people on board. The closure of Port Harcourt International Airport was to prevent further air crashes after the Sosoliso Crash<sup>22</sup>. These incident had created a lot of bad image on the Airline system in Nigeria.

### **Problems Confronting the Nigerian Railway System**

Nigerian railway system had pass through series of changes by different admonitions For over three decades, the Nigerian Railway transport system was neglected in terms of investment and budget allocation to the sector. For instance, Nigeria covers a distance of 923,768 km but there are still only 3,505 km of railways, of which 1,788 km are sharp curves. They are all single-track 1067-mm gauge with either steel or timber sleepers. By comparison, road network increased from 72,000 km in 1962 to about 150,000 km in the mid-1980s, the number of airports increased from 2 in 1970 to over 18 in 1990<sup>23</sup>. So the length of railway network has remained constant at 3,505km over the last 50 years. Moreover, Government allocation to the railway sub-sector dropped from 14.03% in 1990 to less than 1.33% in 1990 and less than 1% since early 2000s<sup>24</sup>.The deterioration in the railways has been partly a result of lack of sufficient budgetary provision by the Federal Government coupled with poor management by the Nigerian Railways Corporation (NRC). The Federal Government has disproportionately invested and allocated funds to this sector, in favour of the road transport sub-sector. This situation is traceable to government's lip service and lackadaisical approach to addressing the problems facing the NRC. The rail transport subsector hardly gets up to one-fifth of the allocation to the transport sector. Indeed, this resulted to lack of necessary resources to keep tracks, rolling stocks and maintenance facilities in reasonable working condition. The railway transport sector is a key employer of labour in most parts of the world. For instance, Nigeria Railway Corporation employed over 45,000 in early 1970s said to have produced a serious deterioration of the railway system<sup>25</sup>.

<sup>20</sup>A. Agbo, Back with a But, Cover Story. TELL, Nigeria's Independent Weekly, Vol. 1 January, 2008

<sup>21</sup> Oral interview with Mrs Ogunyemi Funmilayo, 48 years, Staff of Ministry of Transport, Lagos on 24/7/2018

<sup>22</sup>A. Agbo, Back with a But, Cover Story. TELL, Nigeria's Independent Weekly, Vol. 1 January, 2008

<sup>23</sup> ibid

<sup>24</sup>S.I. Oni, and K.R. Okanlawon, (undated). Nigeria's Transport Infrastructural Development: An Integral part of the National Economic Empowerment and Development Strategy.

<sup>25</sup> Oral interview with Chief A.F. Agboola, Odofin of Orun Ekiti, 95 years, a Quarter Chief/Retire Teacher at his Residence in Ado Ekiti, Ekiti State on 25/6/2018.

The rail transport network remained virtually static, with little accretion to the network since the early 1960s. This near stagnation in rail expansion has not allowed rail network to link principal urban centres or major growth points that have since emerged<sup>26</sup>. Rail transport under the NRC suffers from inadequate and poor condition of available locomotives and rolling stock. As for locomotives, about 70 per cent of the NRC fleet has outlived their lifespan and usefulness. Consequently, the NRC is constrained with running just skeletal services. In other words, locomotive and rolling stock became grossly inadequate wagons to meet their requirements of clients. In addition, available railway communication and signaling systems remains terribly obsolete and inadequate, although inconclusive efforts have been made to modernize them. The existing track structure of the Nigerian railways still affects rail subsector performance. For any meaningful impact, a more superior track structure with heavy continuous welded rails of up to 60 kg/m is needed to move heavier train loads<sup>27</sup>.

Loss of patronage to the road transport sector had posted a lot of challenges to the effective usage of railway system in Nigeria, the current imbalance in modal share between rail and road transportation emerged after the 1960s. Up until then, the railways carried over 60 per cent of the freight tonnage compared to its current share of less than 2 per cent. The highest number of passengers carried was 15.5 million in 1984 and the highest volume of freight was 2.4 million metric tonnes in 1977, and by 2000/1 traffic had fallen to 2 million passengers and less than 300,000 metric tonnes of freight. The railway now accounts for less than one per cent of land transport in the country. The poor quality of rail service has made the NRC to lose the patronage of some of its clients, such as the Nigerian National Petroleum Corporation (NNPC), Lafarge Cement-Wapco PLC, Peugeot Automobile of Nigeria (PAN), Flour Mills and so on. In addition, it lost the patronage of passengers too<sup>28</sup>.

Configuration of track and facilities problem has always been an impediment to the rail transport system. The rail line is characterized by worn out rails, steep gradients, sharp and in some cases, reverse curves, leading to low speed of train, frequent derailments, poor turn-around time for wagons/coaches and even accidents. Lack of spare parts/equipment to undertake scheduled and/or preventive maintenance also constitute a key impediment to Nigerian railways productivity and performance. The effect of this on operations is a reduction in the number of operational trains and disruption of train services

Above all, the lack of commitment in implementing and meeting the timelines for plans and programmes, including those spelt out, in recent years, in the Master Plan for an Integrated Transportation Infrastructure and the 25 Year Strategic Vision for Nigerian Railway System is a major challenge to the resuscitation and development of the railways to a modern and efficient railway system<sup>29</sup>. Other problems and challenges facing the Nigerian railways include poor productivity (and its negative effect on staff morale), retention and maintenance of remunerative routes, huge wage and pension bills - despite the reduction in staff strength of the NRC from about

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<sup>26</sup> *ibid*

<sup>27</sup> Oral interview with Mr Abayomi Olajide, 55 years, Staff of Ministry of Transport, Lagos on 24/7/2018

<sup>28</sup> Oral interview with Chief A.F. Agboola, Odofin of Orun Ekiti, 95 years, a Quarter Chief/Retire Teacher at his Residence in Ado Ekiti, Ekiti State on 25/6/2018.

<sup>29</sup> Oral interview with Mr Abayomi Olajide, 55 years, Staff of Ministry of Transport, Lagos on 24/7/2018

45,000 in the 1970s to about 7,000 as at 2004, and poor quality service<sup>30</sup>. It is saddening to note that Nigeria with a population of over 160 million has a rail network of 3,505km, South Africa with about 50 million people has 20,192 km rail network. In South Africa, rail is the most important elements of the country's transport infrastructure as it connects all the major cities. These problems have combined to weaken the railway transport system in study area and in Nigeria generally. There is therefore, the urgent need to develop the rail transport system in Nigeria.

### **Problem Facing Road Transportation**

**Poor state of the roads:** This is one of the major problems faced in this means of transportation. Majority of the roads are left in very bad shapes as a result of erosions, potholes and inadequate drainage systems. Even newly constructed ones are being constructed using inferior materials thus leaving them to the mercy of the elements within a short period of time. The roads with the potholes and uneven edges or surfaces make transportation not only difficult and stressful but also dangerous as some of those roads form major sites of accidents<sup>31</sup>.

**Poor maintenance of the roads:** This is actually one of the factors that lead to poor state of the Nigerian roads. Every infrastructure no matter how durable it is when it was constructed needs to be maintained because wears and tears are inevitable so long as the infrastructure is being put into use. This should be one of the major roles of the government but it is quite unfortunate to say that they have not really been keeping up to expectation. In addition, procrastination in maintaining and repairing the roads makes it more difficult and increases the expenses to be made on it<sup>32</sup>.

**Syphoning of funds by government officials and contractors:** This seems to be the root of the problems confronting road transport in Nigeria. This is what leads to bad road, poor maintenance of the roads and subsequently accidents along the roads. The Federal governments might sign and release funds to people in charge only for the funds to end up not being used for the purpose for which it was released. The public officials in charge collaborate with the supposed contractors to syphon these funds into their personal accounts leaving the poor masses to suffer for their selfish actions<sup>33</sup>.

**Road congestions especially along junctions:** It is not unusual to see the roads congested with commuters, automobiles and hawkers especially in the major cities in Nigeria like Lagos, Ibadan amongst others. The number of people using the roads seems to exceed the available road networks. As if that is not enough, the traffic is left in chaos and uncoordinated. The junctions are meant to be equipped with traffic lights and should have road wardens but that seems not be seen in most of the busy roads<sup>34</sup>.

**Road Accidents:** This is a major problem of the road transportation in Nigeria and the ultimate price the masses pay because things are not done right. The rate of road accidents caused by the bad

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<sup>30</sup> Oral interview with Mr Abayomi Olajide, 55 years, Staff of Ministry of Transport, Lagos on 24/7/2018

<sup>31</sup> Oral interview with Mr Ayoola Peter, 52 years, Staff of Ministry of Transport, Lagos on 24/7/2018

<sup>32</sup> Oral interview with Mr Borokini Ayodeji, 50 years, Staff of Ministry of Transport, Lagos on 24/7/2018

<sup>33</sup> Oral interview with Mr Ayoola Peter, 52 years, Staff of Ministry of Transport, Lagos on 24/7/2018

<sup>34</sup> Oral interview with Mr Adekoya Oluwafemi, 55 years, Staff of Ministry of Transport, Lagos on 24/7/2018

state of the roads and the carelessness of drivers and road users is alarming. If nothing is done about it, the numbers may escalate in the future<sup>35</sup>.

### **Problem Facing Inland Water Transportation**

Inadequate infrastructure facilities have always been said to have been the major problem confronting Inland Water Transportation in the study area, due to lack of proper or poor funding by the government or her agencies and Lack of road and rail connectivity to inland waterways in the study area<sup>36</sup> In spite of this, the Nigerian ports continued to suffer other unfavourable conditions such as use of old and dilapidated haulage facilities in handling cargoes as well as fixed tariffs and quotas by the government. The reaction of port users to these unfavourable conditions was the use of alternative ports along the coast of West Africa such as the Port of Cotonou in the Republic of Benin, Lome Port in Republic of Togo, Accra Port in Ghana and Doula Port in Cameroon and others<sup>37</sup>.

It is worrisome to postulate that waterways and the ports in the country have never been properly developed for effective transportation system. It is only the local communities along the creeks and rivers that use the waterways in Nigeria using wooden canoes, engine boats and various forms of modern vessels since the waterways transportation infrastructural facilities in South-west Nigeria are not well developed. Unfortunately, the huge capacity of ports and inland waterways for the cheap movement of goods and people, where they exist, has not been tapped to the advantage of Nigeria. Therefore, the huge potential of waterways mode of transportation, which is cheap for moving heavy and bulky goods and also has a lot of capacity for doing this, is presently underutilized in Nigeria<sup>38</sup>.meanwhile, the main revenue allocation from the federal government is insufficient and inconsistent. Inland waterway infrastructure is almost entirely a federal expense at the moment in South-west Nigeria. Significant underfunding in this subsector has caused the absence of infrastructure and floating equipment and have lead the existing ones to deteriorate badly. Inland water transportation in Nigeria is presently an extreme case of inefficiency and neglect of a valuable resource. There is inadequate fleet capacity in the Nigerian Inland water transportation sector. The available fleet is often old and poorly maintained,<sup>39</sup> although, poor maintenance culture is a national issue and it is also manifesting itself in the Inland water transportation sector<sup>40</sup>.

Moreso, over dependence on road transportation in Nigeria neglecting the development of railways and Inland water transportation has a negative effect of waterway mode of transportation system. There have been lack of coordination, integration between Inland water transportation and other transport modes etc. Nigeria has about 3,300km of navigable inland waterways in its natural state which is supposed to provide easy access to coast areas, but this has remain unnavigable because of the inability to dredge sufficiently and non-availability of modern river vessels. The existing seaports in Lagos, Calabar, Warri, Sapele, Opobo, among others lack maintenance and the

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<sup>35</sup> Oral interview with Mr Bamidele Oluwasegun, 40 years, Staff of Ministry of Transport, Lagos on 24/7/2018

<sup>36</sup> Oral interview with Mr Ogundeji Damilola, 50 years, Staff of Ministry of Transport, Lagos on 24/7/2018

<sup>37</sup> Oral interview with Mrs Ogunyemi Funmilayo, 48 years, Staff of Ministry of Transport, Lagos on 24/7/2018

<sup>38</sup> E.A. Owoputi, I.I. Paul and U.C. Akpudo, "Opportunities and Challenges of Inland Waterways Transport in the Southwest Coastal Belt of Nigeria". *The Planning Research Journal*, Vol. 6, No.1, June 2018 ,pp. 10-17

<sup>39</sup> Mr Oluwafunmilayo Ayobami, 46 years, Staff of Ministry of Transport, Lagos on 24/7/2018

<sup>40</sup> Mr Abayomi Olajide, 55 years, Staff of Ministry of Transport, Lagos on 24/7/2018

infrastructure were in very poor condition, thereby affecting economic activities, consequently low patronage and underutilization of existing facilities<sup>41</sup>.

### **Transportation Problems of the Rural Areas in the Study Areas**

The condition of roads in rural areas is bad and become impassable. Also many of the rural areas are virtually cut off from the neighbouring settlements which pose a threat to sustainability of rural socio- economic development.

Apart from the networks and few terminals which are government property, almost all other aspects of rural transport in Nigeria belong to private sector. Some of the vehicles plying rural roads are not road worthy. These make their services to be slow, irregular, unreliable, inefficient, and even constitute risk to the rural travelers. Transport cost becomes very high which pose serious effect on the cost agricultural commodities.

Generally speaking, lack of adequate/accurate census figure for proper planning: Population census provides detailed information about the population of a country.<sup>42</sup> The last census was conducted in March 2006, whereas census should be conducted every 10 years<sup>43</sup>. There are no accurate or acceptable census figures in Nigeria. The dearth of accurate and credible statistical data has been a serious handicap to transportation development in Nigeria generally. The figures inherited from the colonial period were mostly estimates rather than actuals. After independent, it became very difficult to conduct proper censuses. Every ethnic or regional group wants its population to be higher than all the others in the country, because political power is often tied to population. It therefore becomes increasingly difficult to conduct a proper census. Even if census is successfully undertaken, groups not favoured by it invariably reject the result.

For any meaningful development on the economic sector of the country to take place, it is important for government to know the population of the people in a given area before she can properly plan for their development and mode of transportation system to be adopted. There is need to know how many people living in an area before adequate transportation can be provided there. There is also need to know what the people in an area lack before a plan for development can be undertaken. Since there is never, at any given time sufficient funds for transport, there is often need to do proper planning so that efficient transportation could be undertaken<sup>44</sup>.

Over-population: the population of the urban area is growing at an alarming rate. People living in an urban area exceed the number of transportation infrastructures available to meet their needs. Over-population is one of the highest problems facing Nigeria generally which put serious pressure on existing transportation infrastructures. Transportation infrastructure is grossly inadequate in South-west Nigeria considering the number of people living in the study area and the available ones are in a deplorable state and lack maintenance. As a result of the inadequate availability of all

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<sup>41</sup> Oral interview with Mr Abayomi Olajide, 55 years, Staff of Ministry of Transport, Lagos on 24/7/2018

<sup>42</sup> E. Peter, i. Chinwe and N. Chukwunwike, "Challenges of National Population Census and Sustainability Development in Nigeria: Theoretical Exposition, Journal of Humanities and Social Sciences, Vol. 18, Issue 1, 2013, pp. 50-56.

<sup>43</sup> F. Mimiko, "Census in Nigeria: The Politics and the Imperative of Depolarization, African and Asian Studies, Vol. 5, Issue 1, 2006, pp. 1-22

<sup>44</sup> Oral interview with Mr Abayomi Olajide, 55 years, Staff of Ministry of Transport, Lagos on 24/7/2018

modes of transportation in the rural area, a large proportion of the populace resides in the rural areas were moving to urban area on daily bases which result to excessive rural-urban migration<sup>45</sup>.

Modern transportation system in the study area witnessed some level of improvement to some extent in 1990 as it featured well designed highways, railway lines, waterways, airways and ports. The oil boom of the 1970s empowered government to put a lot of things in place in the transport sector, but lack of maintenance culture over the years gradually led to the worsening of some of the constructed transportation infrastructure. Transportation Facilities in use are outdated why some are no longer functional<sup>46</sup>. Meanwhile, government is no longer pumping money in this sector. Government allocation on this sector has reduced drastically except on road transport system. Average proportional allocation of capital expenditure to the transport sub-sectors from 1962-2000 to highway (road infrastructure) was in million 66.14, railway, 12.54, port (sea), 10.57, port (air), 6.07 and 3.37 to waterways<sup>47</sup>. This shows that much attention has been given to road transport in Nigeria, and so the development of other sub-sectors in the transportation sector has been slow due to inadequate allocation over the years. Over 95% of domestic freight and passengers are moved by road. Annual budgetary allocation is insufficient to meet the country's demand also there is slow process of allocating budgets to rehabilitate infrastructure<sup>48</sup>. Table 2 indicates the transport sector received a substantial part (ranging from 8.6% to 23.7%) of the planned public sector expenditure by the Nigeria government from 1962 to 1998.

Also, lack of domestic and foreign investors to operate in the transportation sector: Federal government is primary financier of infrastructure projects. This posed serious effect on the transportation system in South-west Nigeria. The environment of the country in recent time has not been encouraging to both domestic and foreign investors due to the state of insecurity in the country generally such as fear of been attacked by armed robbers or militants and kidnappers. Thus Nigeria loses a lot of foreign investments which have negative implications on the economy<sup>49</sup>.

One of the major challenges of transportation is the disintegration among federal, state and local government. For example, road are been classified into four places: the federal trunk 'A' roads, owned, managed and controlled by the federal government. Trunk 'F' was initially under the management of the state, but was taken over by the federal government with the intention to ensure its upgrading to federal highway standard and adequate maintenance. Trunk 'B' roads are owned by the state who develop and maintain it while trunk 'C' roads are under the local government ownership and control. Each of the levels of government shared the responsibility of planning, construction and maintenance of roads in each respective domain. This arrangement is to ensure even development of the entire country<sup>50</sup>. However, lack of adequate investment and maintenance

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<sup>45</sup> *ibid*

<sup>46</sup> Federal Republic of Nigeria (FRN), Obasanjo's Economic Direction 1999-2003, Lagos: Dawn Functions Nigeria Limited.2000.

<sup>47</sup> M. O. Filani, 'Transport systems in Nigeria,' Lead Paper presented at the International Colloquium on Thirty Years of Social Services and Management in Nigeria, in honour of Professor Emeritus Andrew Onokerhoraye, at Precious PalmRoyal Hotel, Benin City, Nigeria, 26th – 28th March, 2012.

<sup>48</sup> Oral interview with Akintayo akinola, 50 years, staff of Muritatla Airport, Ikeja, lagos

<sup>49</sup> Oral interview with Chief A.F. Agboola, Odofoin of Orun Ekiti, 95 years, a Quarter Chief/Retire Teacher at his Residence in Ado Ekiti in Ekiti State

<sup>50</sup> Central Bank of Nigeria, "Highway Maintenance in Nigeria; Lesson from Other Countries": Abuja: CBN 2003.

had made these roads very poor, which have negative effect on the economics of the study area. Rural roads are in very deplorable condition because; they are owned and managed by the local government who are least financially capable to maintaining them<sup>51</sup>

Corruption is one of the greatest obstacles to transportation development of the study area as it has brought about, misallocation, diversion and improper allocation of transportation resources. When the government identified an aspect of transportation development and planned for it, corruption, favourism and political conflicts usually prevented its execution. This means that people whose areas lack adequate infrastructure move to more developed areas. The result is that the urban centers become over populated, the transport infrastructures becomes insufficient. This could encourage crime. Since many of those who move to the urban areas do not get jobs or the wealth they expected, they sometimes turn to crimes.

Unequal development in the provision of transportation infrastructure- these were provided where the Europeans stood to derive more economic benefits such as Lagos, Ibadan, amongst others. Political leaders who succeeded the colonial government simply continue from where the former left and that inequality in transportation infrastructure continued even after independence. Lagos continued to witness more transportation development while in other parts; there were no roads, rail, air etc. Many of the Nigeria ports were underutilized, Tin-can Island port was built in Lagos in the 1970s. Urban centers in South-west Nigeria like Lagos, Ibadan, Osogbo etc. continued to develop, at the detriment of the rural areas<sup>52</sup>.

Political instability and lack of continuity of government policies: frequent changes of government, leave government with little time for proper planning or execution of projects, before they are removed from office. Policies adopted by an outgoing regime are almost always changed by the incoming government. Projects undertaken to upgrade infrastructure are often abandoned half way. There is also the case of regional politics in Nigeria; Leaders see themselves, first as champions of their ethnic or regional groupings then as nationals of their countries. As a result, transport development is concentrated in areas where the leaders come from or have their strongest support. Areas which oppose the government or its policies are often neglected. This again brings about unequal transportation development<sup>53</sup>.

Overuse of road transportation: Road transportation accounts for about 90% of both freight and passenger transport in Nigeria in contrast to its natural advantage of being good for short to medium distance freight haulage. Nowadays, road transport is almost solely responsible for the carriage of bulk goods throughout the length and breadth of the country. Whereas goods arriving by water are economically cheap to be transported from the port by rail or inland waterways, the ports, except in the case of Apapa ports have neither railways nor waterways connection leaving road as the only option. This obviously constitutes improper use of the road and unfortunately has translated into a huge national burden; road accidents clamming lives of the people; increase in transportation cost; affecting smooth flow of traffic in the study area. Also, Air transport is expected to convey people and commodities to their destination without, delay or cancellation But, Nigeria suffers poor

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<sup>51</sup> Oral interview with Ogunrinde Ogunyemi, 50 years, staff of ministry of transport, lagos

<sup>52</sup> Oral interview with Fatai Olaasunkanmi, 45 years, staff ministry of works, akure

<sup>53</sup> Oral interview with Chief A.F. Agboola, Odofin of Orun Ekiti, 95 years, a Quarter Chief/Retire Teacher at his Residence in Ado Ekiti in Ekiti State

reputation for operation and safety, which stemmed from absence of coherent air transport policy, bad management, decaying facilities, closure of airports and occasional air crash, among others<sup>54</sup>.

One of the most significant transport problems most especially in urban areas is traffic congestion. It is experienced when the supply of the urban transport networks can no longer meet the demand for them. It manifests itself predominantly in recurrent queues, delays and time wastage which commuters experience along major networks especially during rush hours. Due to incessant increase in population, increase in household incomes and its resultant increase in the level of car usage coupled with poor land-use planning, poor transport design and planning.

Traffic congestion is also a major curse on urban movements. It is a plague that has become an integral part of normal life in almost all urban areas in the study area. It causes unpredictability in journey times, thereby making urban commuters to plan for these problems by leaving home early just to avoid being late. The problem of traffic congestion in urban areas is worse at road intersections. Indeed, there is no other point on cities roads that can be greatly congested as road intersections. This is because at intersections, vehicular flows from several different approaches making either left-turn, through and right-turn movements seek to occupy the same physical space at the same time. In addition to these vehicular flows, pedestrians also seek to use this space to cross the street and thereby worsening the already bad traffic situation. Urban traffic problems are further exacerbated by the concentration of most of the working places in the same areas (usually in the city centres), so that traffic is essentially unidirectional during the morning and evening peak periods<sup>55</sup>. It is this latter problem which results in spatial variation of congestion in urban areas.

These problems are caused by ineffective use of road space and growth in the number of vehicles on our roads associated also with urban population growth. These is caused by traffic wardens and parking problems. The problem of traffic wardens can be attributed to the absence of modern traffic management techniques at the road intersections. Since human labour for traffic control is susceptible to failure due to fatigue and exhaustion, the traffic wardens are therefore not efficient or present to control the traffic when they are exhausted or during bad weather (like rainfall and in some cases, scorching sunshine). The parking problems found can be attributed to narrowness of the intersecting roads which do not give room for side-kerb parking. In addition, there is no provision for off-street parking in the city and as such vehicles have no alternative than to use the roads as parking space. This therefore gives room for indiscriminate parking on street for loading and offloading.

## **STRATEGIES FOR SUSTAINABLE MODERN TRANSPORTATION IN SOUTH-WEST NIGERIA**

Having highlighted the various challenges facing modern transportation in South-west Nigeria, it is essential to examine the ways out of these challenges.

It is a well-known fact that transport development projects are capital intensive and also require long gestation periods before there are enough returns to justify the huge investments already

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<sup>54</sup>S. I. Ladan, "An Analysis of Air Transportation in Nigeria", JORIND 10 (2), 2012, pp. 230-237, [www.transcampus.org./journals](http://www.transcampus.org./journals),

<sup>55</sup>S.O Onakomaiya and N.F. Ekanem (eds.) Transportation in Nigeria National Development. (Ibadan, Nigeria Institute of Social and Economic Research, 1981

made or to be made in the future. Because of the capital intensive nature of transportation infrastructures, they are usually provided by the government as social services to the population. Therefore, the task of delivering transportation infrastructure should no longer be left for the government<sup>56</sup>. Meanwhile, government should turn to the private sector as an alternative and additional source of funding to meet the funding gap required in infrastructure development and delivery. These will also help to fill the resource gap in infrastructure delivery and operation. It will also accelerate infrastructure provision, Promote faster implementation of projects and it will help to improve the overall quality of service of transport system. Private sector participation can also help in reducing the burden of transport development if given the necessary support<sup>57</sup>. The term public-private partnership can be defined as “a cooperative venture between the public and private sectors whereby some of the services that fall under the responsibilities of the public sector are provided by the private sector, with clear agreement on shared objectives for delivery of public infrastructure and/ or public services<sup>58</sup>. This will also reduce traffic congestion, transport fare and to increase the durability of transport facilities. It will also serve as additional revenue to government, increase employment opportunities and government by laws to favour the masses.

There should be adequate/accurate census figure so as to help government to plan and develop transportation system by providing, expanding and sustaining transportation infrastructure that will enhance the economic development and at the same time, all the available mode of transportation system should be evenly distributed to facilitate and promote economic activity in the study area. Limiting such facilities to urban areas does not help in the efficient productivity of the economy. Government should put in order the transportation system existing in the South-west Nigeria by connecting the rural areas that do not have access to other regions<sup>59</sup>. Maintenance culture should be adopted and implemented at all the time. The leaders in should execute transportation project and make provision or mandate to ensure regular maintenance<sup>60</sup>. This led to worsening of so many trunk A and highway roads constructed few decades ago. There is need for attitudinal change at this period by the Local, State and Federal governments.

Also, there is need for government to invest more on transportation system which is capital intensive. This call for sacrifice and reform of the ways resources are allocated and utilized. Sufficient and consistent resources should be budgeted and allocated to transportation capital expenditure. Even if it means deficit financing since the sector is capable of repaying debt obligation as a highly productive sector<sup>61</sup>. Domestic and foreign investors should be given a chance to operate in the transport sector. Many investors are highly discouraged from investment in the country due to non-conducive environment. It is absolutely necessary that the insecurity always experienced in the country has to be addressed so as to encourage, attract and sustain investment in the transport sector. In other words, the private investors can be contracted to establish transport infrastructure and given a period of time to recoup cost of investment and profit margin. This will benefit the people of the

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<sup>56</sup> Oral interview with Fatai Olaasunkanmi, 45 years, staff ministry of works, akure

<sup>57</sup> *ibid*

<sup>58</sup> Oral interview with Chief A.F. Agboola, Odofin of Orun Ekiti, 95 years, a Quarter Chief/Retire Teacher at his Residence in Ado Ekiti in Ekiti State

<sup>59</sup> Oral interview with Mary Oladele, 55, years, staff of ministry of works, Lagos

<sup>60</sup> Oral interview with Fatai Olaasunkanmi, 45 years, staff ministry of works, akure

<sup>61</sup> Oral interview with Oluwadamilare Peter, 50 years, staff of ministry of transport, Ibadan

area as it will accelerate economic activity<sup>62</sup>. This is because capital has been considered a debilitating factor in transportation system. For this to be achieved, adequate and conducive environment has to be provided. It is very clear that government alone cannot adequately undertake the funding of transport services<sup>63</sup>.

There is urgent need to put in order the bad road network existing in the country and connect the rural areas that do not have access to other regions. The Local, State and Federal government have to harmoniously work in common to tackle this road problem existing in various jurisdictions. Many federal roads in deplorable conditions are left by the states on the ground of not being states' responsibility. This has retarded smooth movement of factors of production and outputs in the area. Rail way line, water way and airports should be evenly distributed in the country to facilitate and promote economic activity in the country. Limiting such facilities to urban areas does not help in the efficient productivity in a large economy like Nigeria.

More importantly, there is need for coherent policies that will ensure proper maintenance of transport infrastructure that will also ensure balance between the needs of the society and the economy for adequate transport facilities and the ability of the transport sector to meet such demands<sup>64</sup>. Adequate provision of resources should be made to implement transportation policies so as to ensure adequate implementation. Resources managers must be sincere and guard against appropriating public funds for self at the expense of the society. This is one of the hallmarks for restructuring transport infrastructure given the antecedents of some leaders over the years, which led to the country being perceived as one of the most corrupt countries of the world by the Transparency International.<sup>65</sup> Culture of discontinuity of policies once there is a change in government should be discouraged. There should be laws that will guarantee continuity of policies made to enhance economic development except if the policy is found not to be useful to the people.

The public transportation system in the city should be improved by introducing high-capacity buses and tricycles to work alongside with taxis and motorcycles for the conveyance of people in the study area. This will reduce the number of vehicles on the road. Besides, there is the need to signalize the intersections by installing traffic lights and signals to serve as substitute for the ineffective human labour of traffic management. In addition, there is the need for provision of off-street parking spaces in the study area and along the intersecting roads. Also on-street parking of whatever types should be strictly restricted up to a distance of 200 metres away from the intersections. This can be done by installing NO PARKING and NO WAITING signs at the intersections to discourage arbitrary parking.

Towards improving transport challenges, there is also the need to ensure integration of transport modes in the country. An integrated transport system implies the development of a seamless chain of connected and complementary transport means linking different modes of transport in such a way that every mode has the opportunity of fulfilling its distinct potentials in a partnering manner. A pragmatic transportation development plan, designed to ensure sustainable

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<sup>62</sup> *ibid*

<sup>63</sup> Oral interview with Obadara Emmanuel, 40 years, staff of ministry of works, Lagos

<sup>64</sup> F. Avanenge and H. Z. Zizi "An analysis of the issues and challenges of transportation in Nigeria and Egypt" *The Business and Management Review*, Vol. 7 No. 2, 2016, pp. 18-28

<sup>65</sup> K. E. Uma, and F.E Eboh, 'Corruption, Economic Development and Emerging Markets: Evidence from Nigeria,' *Asian Journal of Management Science and Education*, 2(3) 2013, pp.56-67

result, will only be intelligent if based on the principle of integrated and inter-modal transport connectivity. It is what the enormity of the transport challenges facing Nigeria demand, and to which critical examination should be directed. There should be concerted effort to ensure that the budget made for inland water transport development in Nigeria is judiciously utilized. This is the only sure means of integrating all modes transport to complement and enhance the Inland water transportation activities in the country<sup>66</sup>.

There should be adequate depth of inland water in Nigeria Inland water transportation ways. This could be achieved by adequate dredging of the inland water ports and jetties. If there is adequate dredging of inland water ports and jetties it will increase the operational activities of the ferry/boat operators in the Nigeria inland water transport,<sup>67</sup> in addition to that, there is need to ensure that there are functional social amenities in the coastal region of the country. This will not only attract investors in the region but will also boost the quality of life in the area. The status of Nigerian transportation sector was a serious problem in terms of doing business in Nigeria vis-à-vis other developing countries. This actually affected both domestic and foreign investors, and the cost of doing business in Nigeria has been relatively high<sup>68</sup>.

## **CONCLUSION**

It has been examined in this study that one of the major pre-requisites of efficient functioning of an area is the facility for the movement of people, goods and services from point of production to the final consumer. Transportation makes mobility possible, immobility perpetrates poverty. Efficient transport system provides both economic, social opportunities and benefits that give positive multiplier effects like better accessibility to markets, employment and additional investments. But its deficiency is associated with high cost of business ventures, reduced opportunity and retard quality of life. The issues and challenges of modern transportation system hinder free movement of goods and services which further slow economic growth and development. To achieve maximum result in the transportation industry; drastic measures must be taken to reposition the air, road, rail and water transportation. During the colonial period, the colonial master introduced modern means of transportation with routine maintenance to facilitate the evacuation of foodstuffs and produce. Consequently, the colonial government was able to pursue its objective of exploiting the agricultural resources of South-west Nigeria through transportation<sup>69</sup>. The federal, state and local governments have to collaborate to ensure the realization of economic development in the study area. Procrastination has never helped a developing economy in any way. The poor state of transport is a major handicap for doing business in South-west Nigeria. Developing transportation sector will lead to development of many other sectors<sup>70</sup>.

The study has shown the indispensable need to reform the transport sector as a panacea for enhancing and accelerating the Nigerian economy. The neglect of the needful in the sector over the years, the insufficient attention to sub-sectors like railway and water way has contributed to their poor state Nigerians are experiencing at the moment. In addition, the inadequate availability of all modes of transportation in both the rural and urban areas has retarded effective transportation system

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<sup>66</sup> Oral interview with Fatai Olaasunkanmi, 45 years, staff ministry of works, akure

<sup>67</sup> Oral interview with Fatai Olaasunkanmi, 45 years, staff ministry of works, akure

<sup>68</sup> Oral interview with Fatai Olaasunkanmi, 45 years, staff ministry of works, akure

<sup>69</sup> ibid

<sup>70</sup> ibid

in the country. A large proportion of the populace resides in the rural areas, and as such to enhance rural development, reduces excessive rural-urban migration, and promotes efficient inputs and outputs distribution requires sufficient transportation network to be extended to the region.

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