

ROAD TRANSPORT POLICY IMPACT ON ECONOMIC DEVELOPMENT IN
FEDERAL CAPITAL TERRITORY ABUJA, NIGERIA

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DEDICATION

This thesis is dedicated to my beloved father Mal. Abdulkarim Musa Gareji, who taught me that the best kind of knowledge to have is that which is learned for its own sake. It is also dedicated to my mother Haj. Hauwa'u Abdullahi Mai'auduga, who taught me that even the largest task can be accomplished if it is done one step at a time and to my beloved friend Maryam Sanusi Darazo for her unconditional love, patience, sacrifices, guidance, inspiration, understanding, tolerance and encouragement.

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ABSTRACT

Road transportation is the vital factor of economic development. The purpose of this research road transport policy impact on economic development in Federal Capital Territory Abuja. The study employed both primary and secondary as sources of data. This study employed stratified sampling to select 400 respondents of which 160 were found valid for the analysis. Five Likert-scale type questionnaires were used for collecting the data. The analysis was conducted with the aid of Microsoft Excel and IBM statistical package for social science (SPSS) Version 26. For interview administration, the purposive sampling technique was used to select the 5 Directors from the Federal Capital Territory Transport Secretariat who are the custodian of road transport policy. The secondary sources were obtained wholly from published materials and official Government documents and files. Federal Capital Territory Transport Secretariat, The National Planning Commission, Federal Ministry of Transport, and its Parastatals, and the Bureau for Public Enterprises were the main sources of data. The finding from the document review and interview reveals that lacks of full implementation, funding constraints, corruption and enactments of institutional framework that will give investors' confidence to invest in road transport are the major factors that affecting the road transport policy. The interviews agree that policies of road transportation enhance economic development by providing easy access to the workplace, schools, and markets. However, finding from the questionnaires result reveals that, road infrastructures and safety were positively and significantly related with economic development. The study concluded that government should expediate action to establish institutional framework that will not only execute the reforms implementation with the Act but generate necessary fund for road infrastructural development through taxes.

ABSTRAK

Sistem pengangkutan jalan raya merupakan antara faktor yang penting dalam pembangunan ekonomi. Tujuan kajian ini adalah untuk mengkaji hubungan antara polisi pembangunan jalanraya dan pembangunan ekonomi di Federal Capital Territory, Abuja. Kajian ini menggunakan data primer dan sekunder. Daripada 400 responden hanya 160 maklumbalas responden sah untuk dianalisis. telah menjawab soalan. Soal selidik berskala likert digunakan bagi menentukan kecenderungan responden bersetuju dengan pernyataan. Analisis dilakukan dengan bantuan MS. Excell dan Pakej Statistik IBM (SPSS) Sains Sosial versi 26. Temuramah dijalankan kepada lima (5) Pengarah Federal Capital Territory yang merupakan pembuat dasar sistem pengangkutan Jalan raya. Sumber sekunder diperolehi sepenuhnya dari bahan terbitan seperti fail dan dokumen rasmi kerajaan seperti Sekretriariat Pengangkutan Federal Capital Territory, Suruhanjaya Perancangan Nasional, Kementerian Pengangkutan dan Biro Perusahaan Awam. Hasil tinjauan dokumen dan wawancara menunjukkan bahawa kekurangan pelaksanaan, kekangan data, korupsi serta kelemahan pelaksanaan kerangka institusi mempunyai kesan keyakinan kepada pelabur dalam memilih untuk melabur dalam system pengangkutan jalan raya adalah faktor utama yang mempengaruhi dasar pengangkutan jalan raya. Hasil wawancara menunjukkan responden bersetuju bahawa dasar pengangkutan jalan raya meningkatkan pembangunan ekonomi dengan menyediakan kemudahan akses ke tempat kerja, sekolah dan pasar. Keputusan soal selidik juga menunjukkan bahawa infrastruktur dan keselamatan jalan raya adalah sangat positif dan signifikan terhadap pembangunan ekonomi. Kesimpulannya, kajian ini mendapati bahawa pemerintah harus mempercepatkan pembangunan kerangka perlembagaan yang tidak hanya dapat melaksanakan perubahan tetapi menghasilkan dana yang diperlukan untuk pembangunan infrastruktur jalan raya melalui cukai.

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LIST OF ABBREVIATIONS

A	-	Agree
BRT	-	Bus Rapid Transit
D	-	Disagree
DFID	-	Department for International Development
DRTS	-	Directorate of Road Traffic Services
FCT	-	Federal Capital Territory
FGN	-	Federal Government of Nigeria
FRSC	-	Federal Road Safety Commission
GDP	-	Gross Domestic Product
ICT	-	Information Communication Technology
N	-	Neutral
NPF	-	Nigerian Police Force
PPP	-	Public-Private-Partnership
SA	-	Strongly Agree
SD	-	Strongly Disagree
SPSS	-	Statistical Package for Social Sciences
TEN	-	Trans-European Network
UTC	-	Urban Traffic Control
VIO	-	Vehicle Inspection Officers

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CHAPTER 1

INTRODUCTION

1.1 Study Background

Transport policies arise because of the importance of transport in virtually every aspect of global economic, social, and political exercise. Transport is interpreted by the government as a vital factor in economic development, from the authoritarian to the most liberal. Transport is seen as a key mechanism for the promotion, development, and shaping of the national economy. Many development programs, such as the Appalachia Project in the US in the early 1970s, the Trans-European Networks (TENs) policy in the EU, and the China Belt and Road Initiative are based focused transport. Government and international institutions including the World Bank seek to promote transport infrastructure and services where private capital or services may not be offered (Dunmore *et al.*, 2019).

The modern transport system in Nigeria started during the colonial period, during which the rail, water and road transport networks were developed primarily for the export of cash crops such as cocoa, cotton etc. as well as for the import of cheap mass-produced consumer goods. As evidenced by the construction of sub-standard and sub-base rail and road alignments which later proved insufficient to accommodate heavy vehicles, the early transport networks were designed in the most economical way possible. In the post-colonial period, the reorientation of priorities in the transport sector became necessary as transportation acted as a unifying instrument for the nation and a significant for social and economic development (Oroleye, 2019).

The major imbalance identified between the needs of Nigerians and the economy for adequate transportation facilities, and the ability of the transportation sector to meet such demands, informed the introduction of national transport policy. Friedrich (1975) described public policy as the Government or one of its divisions'

proposed course of action. This is also known as the authoritative allocation of values to society as a whole (Easton, 1979). Policy formulation is an instrument used by both public and private entities to resolve current problems or imbalances and to safeguard their reoccurrence in the nearest future by means of formulated goals and objectives as contained therein. Although in 1965 a draft of the National Transport Policy was drawn up, it was not adopted. Observed extreme malfunctioning of the nation's transportation system and the associated problems necessitated the emergence of the 1993 document, christened "going out of the crisis," as the first National Transport Policy with its thrust on modal development (Oroleye, 2019).

Realizing the fact that the goal contained in this document appeared inadequate to transform the dynamics and ever-changing environment of the transport sector nationally led to the reforms of 2003, 2008 and 2010 which respectively centered on integrated intermodal growth, deregulation, privatization and public-private partnerships. Policy reform is a condition that prevails over policymakers after discovering some lapses to effect changes on a policy. It did not in turn mean that attempts were not made over the time to strengthen and sustain the network and make it efficient, but Nigeria's overall demand for transport services and road use seems to surpass availability. This situation requires urgent remedies to effect necessary changes and improvements in Nigeria's transport sector and specific road transport (Oroleye, 2019).

The 2008 reform was short-lived as the need for its re-engineering of policy priorities and objectives in line with social, economic and technical realities told the emergence of 2010 National Policy Document that suffers the same confidence and remains essentially as a draft with previous policies but its contents are being enforced. The 2010 National Transport reform aims to institutionalize the transportation system through the establishment of central coordinating centers to manage its affairs. The transport sector and the mode of road transport witnessed deterioration in facilities despite the various policy document reforms. Nine years after the last reform, it could not be said that much has been achieved in the transport sector in general, and in particular in the road sub-section. It seems unattainable to achieve the ambitious

general policy targets and priorities for the transport sector, and in particular for road transport (Federal Government of Nigeria, 2010).

In modern economics, the role of transport is very strategic because it facilitates trade, enhance and improve the movement of good, people, innovation, technology and services, this is no doubt the basic requisite of small and medium enterprises activities on the other hand, is the effectiveness of road transportation relies heavily on the type of vehicle under use, the road condition, the drivers competence, the road safety measures, the attitude of the driver to traffic engineering control management as well as the policy guidelines that gives directions to the entre transport system. Although, the social, economic and political environment of a country which are dynamic in responding to national and international stimuli (Umar and Bappi, 2016). Giving this background, the aim of this research is to study the road transport policy impact on economic development in FCT Abuja, Nigeria.

1.2 Problem Background

Following the growth in transport demand and its consequent negative effects; sustainable transportation policy reform has been adopted in many parts of the world, to deal effectively with the threats and simultaneously provide optimal mobility and access. This also made the Federal Government of Nigeria (FGN) introduce National Transport Policy (NTP) in 1993, aimed at achieving sustainability in the transportation system. However, it is observed that the policy reform has little influence on transportation development, especially as the railways' system has partially collapsed with resultant increased pressure on roads. The Transport Policy noted the road 's supremacy in the nation's transportation system, in particular Federal Capital Territory Abuja and the growing demand for road transport. The policy also recognized the very large number of small operators in the sector because of high vehicle costs, poor maintenance conditions, and vehicle overload characteristics, all of which pose various threats to road safety that hinder the economic development of the city (Oroleye, 2019).

Table 1.1 highlights the big road transport issues and their related problems. The nature, significance and dimensions of such issues, namely their proposed options, not only are illuminated in the official and research papers of Nigeria, but are also at the forefront of Nigeria's national discourse

Table 1.1 Nigerian Road Transport System issues and problems

Issues	Road Transportation
Infrastructure	-Poorly Maintained Roads -Poor rural access and facilities interchange - Bad, complimentary road structures
Vehicle	- Number of vehicles with low capability - Vehicles with out-dated rickety device
Operations	- Numerous operators - Insufficient expertise - Accidents that lead to deaths and injuries
Policy/Planning	-Uncoordinated road development -Erratic funding

(Sumaila, 2013).

Table 1.1. present the issues and problems (infrastructure, vehicle, operation, and policy) associated with road transportation which hinder the economic development in FCT Abuja. Hence its crucial to study the road transport policies that has been introduced to identify what is lacking that affect the economic development of the FCT Abuja.

1.3 Research Gap

Diverse studies have been conducted on the level of transport policy in Nigeria. Notable among these and of importance are Buhari, (2000); Sumaila, (2013); Agbonkhese, Yisa, Agbonkhese, Akanbi; Aka & Mondigha, (2013); and Igwe, Oyelola, Ajiboshin & Raheem; (2013), Oreyele, (2019), Umar & Baffi, (2019), Ugboaja (2013),(Adanikin, 2018) whose studies focused on reviewing the national transport policy. However, these studies failed to study the relationship between road transport policy on economic development in FCT Abuja.

1.4 Research Goal

This work is aimed study the road transport policy impact on economic development in FCT Abuja, Nigeria.

1.4.1 Research Objectives

The objectives of the research are:

- (a) To assess the road transport policies that enhances economic development in Abuja.
- (b) To identify the impacts of road infrastructures on economic development in Abuja.
- (c) To evaluate the level of road safety measures in road transport system

1.5 Research Question

1. To what extent does the road transport policy enhance economic development in Abuja?
2. What is the impact of transport infrastructures on economic development?
3. What is the level of safety measures in road transport system?

1.6 Scope of the Study

The scope of the study research focus only on road transport policy impact on economic development in FCT Abuja. The study is based on the data collected in August, 2020 from users of road transport in 5 populated area council of FCT namely: Abuja Municipal Area Council, Bwari Area Council, Gwagwalada Area Council,

Kwali Area Council, Kuje Area Council and Directors of FCT Transport Secretariat who are custodian of road transport policy. Also, the secondary data was obtained from published material and official government document. The Federal Ministry of Transport and its Parastatals, FCT Transport Secretariat were the main sources of data.

1.7 Significance of the Study

It is important that this work will be carryout, because the findings and results of the study will be useful to the policy makers and operators of road transport industry to make further innovation (like adoption of ICTs). Also, the study can become the reference or guideline for the future researchers who wish to carry out similar research in this area.

1.8 Research Framework

This research consists of five main stages: the first stage is preliminary understanding which include study background, problem statement, main aim, objectives, research question, and scope of the study. The second stage is the literature review which include road transport policy, infrastructure, safety and economic development. Third stage is data collection which include document review, interview, and questionnaire survey. The fourth stage is data analysis which include template analysis and descriptive statistics. The five is stage the conclusion and recommendation conclusion the data analysis and recommendation for future studies. (refer to figure 1.1).

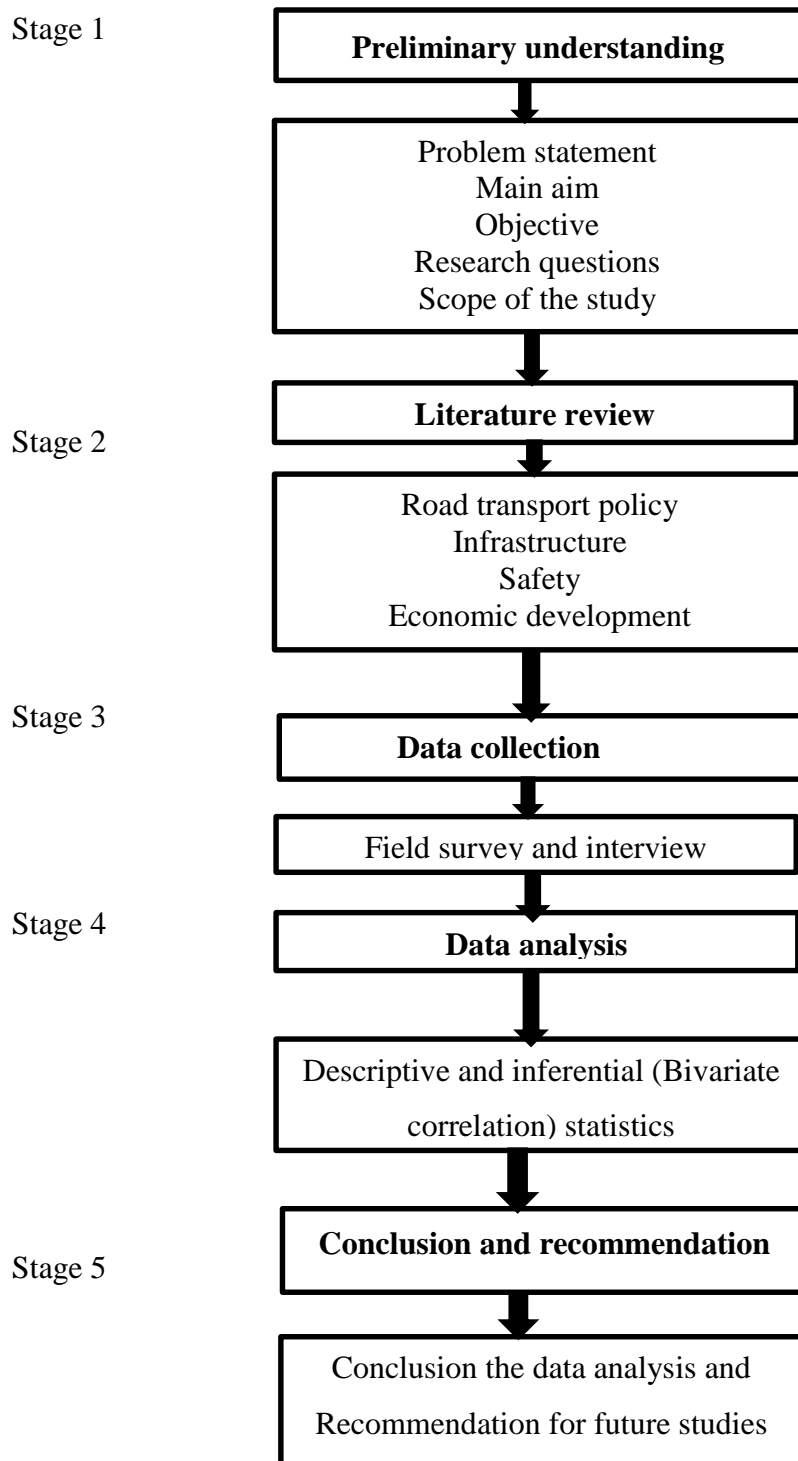


Figure 1.1 Research Framework

1.9 Limitation of the Study

The study cannot be succeeded without some constraints, some of the constraints that affects the successful conduct of this research includes time factor, the

reluctance of target population to respond during questionnaire sampling and interviews, level of literacy of the respondent, COVID-19 resulted in non-close relationships with respondents during data collection which is indirectly limit what is revealed during the data collection.

1.10 Conclusion

Since the road transportation is a vital for economic development, therefore it is important to study the road transport policy impact on economic development in FCT Abuja. The researcher also tries to assess perception of users of road transportation (infrastructures and road safety), interview of Directors of FCT Transport Secretariat, and documents review. Finally, from the data and information collected, a result will provide a strong foundation for the bigger decision making from the government.

1.11 Structure of the Thesis

Chapter 1 provides the brief introduction towards various issues such as the background of the problems, goals and objectives of the research, scope and limitations, theoretical framework of the research, significance of the research and finally the research design.

Chapter 2 provides will give the theoretical foundations for the study to be implemented by outlining the important concepts, theories and the framework that contribute to implementation of the research.

Chapter 3 provides presents the methodology used in this research, including research design, framework, criteria used in calculating the sample size, qualitative and quantitative data collection and the process of data analysis by using different techniques.

Chapter 4 provides details analysis and findings for each objective that has been highlighted. The analysis will be focused on the data that obtained from questionnaire survey, interviews and document review.

Chapter five is the last chapter which will conclude with the discussion of findings to answer the research objectives as well as suggest recommendations on the possible approaches for road transport policies.

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