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**ROLES OF ROAD TRANSPORT POLICY ON ECONOMIC  
DEVELOPMENT IN FEDERAL CAPITAL TERRITORY ABUJA,  
NIGERIA: STAKEHOLDERS PERCEPTION**

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**Abstract:**

Transport policies arise because of the importance of virtually every aspects of global economic, social, and political exercise. Transport is seen as key mechanism for promotion, development and shaping of national economy. The purpose of this research is to study the roles of road transport policy on economic development in Federal Capital Territory Abuja, Nigeria: Stakeholders Perception. The study employed both primary and secondary as data sources. The valid respondents for the analysis was 160. Five Likert-scale type questionnaires were used for collecting data. The analysis was conducted with the aid of Microsoft Excel and IBM statistical package for social science (SPSS) Version 26. Purposive sampling technique was used to select 5 Directors for interviews from the Federal Capital Territory Transport Secretariat who are the custodian of road transport policy. 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 roads

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are factors affecting the road transport policy. The interviewees agreed 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.

**Keywords:**

Road Transport Policy, Infrastructures, Safety and Economic Development

**Introduction**

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 (Dunmore et al., 2019). Many development programs, such as the Appalachia in the US in the early 1970s, the Trans-European Networks (TENs) policy in the EU, and the China Belt and Road Initiatives (like proposed overland routes for road and rail transport through the landlocked central Asia) are based focused transport project. Government and international institutions including the World Bank seek to promote transport infrastructure and services more formal characteristics than informal characteristics where private capital or services may not be offered (Dunmore et al., 2019).

The modern transport system in Nigeria started during the colonial period, which the rail, water and road transport networks were developed primarily for the export of 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 as possible. (Oreleye, 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 demands for effective and efficient mobility, informed in the introduction of national transport policy. Public policy is the sum of government activities, whether acting directly or through agents, as it has influence on the life of citizens (Sodagar et al., 2018). Udofia and Abasilim (2015) define public policy as policy which emanates from the public sector including both the institution of central, local government, state created agencies such as water and health authorities, commissions and corporation-it may be implemented through and directed at wide variety of individuals and organizations which may or may not be part of the state apparatus, and which may be to a greater or lesser degree independent of state influence. 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 trust on modal development (Oreleye, 2020). 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.

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. 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).

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 (Oreleye, 2019).

The major road transport infrastructure in Nigeria, as at year 2010, consisted of 34,123km Federal Highways including seven major bridges across the Niger and Benue Rivers, the Lagos ring road, the Third Mainland Axial Bridge; 30,500km of State Government roads; and 130,000km Local Government roads (FGN, 2010). Buhari (2000) observed further that, only 50% of the Federal roads and 20% of the State roads were in reasonably good condition. Only an estimated 5% of the local rural roads were freely motorable (as cited in Oreleye, 2019). Meanwhile overuse and lack of maintenance are further eroding the quality of the rest of the road network which hinder the economic development in Federal Capital Territory, Abuja.

Table 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: 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
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(Sumaila, 2013).

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 roles of road transport policy on economic development in Federal Capital Territory Abuja, Nigeria: Stakeholders Perception.

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 2003, 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 which as result hinder economic development. In spite of 1993 National Transport Policy and subsequent reforms, the road transport infrastructure appeared inadequate and the yearly budgetary allocation seems not have impacted on the quality of the existing road network which is not crucial to the general welfare of the citizens, but improve their standard of living, essential to the quality, survival, and sustainability. 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 roles of road transport policy on economic development in Federal Capital Territory Abuja, Nigeria: Stakeholders Perception.

## Literature Review

### *Economic Development*

Economic development is usually the focus of federal, state, and local governments to improve our standard of living through the creation of jobs, the support of innovation and new ideas, the creation of higher wealth, and the creation of an overall better quality of life. Economic development is often defined by others based on what it is trying to accomplish. Many times, these objectives include building or improving infrastructure such as roads, bridges, etc.; improving our education system through new schools; enhancing our public safety through fire and police service; or incentivizing new businesses to open a location in a community (Karl, 2005). Karl Seidman (2005) summarizes economic development as "a process of creating and utilizing physical, human, financial, and social assets to generate improved and broadly shared economic well-being and quality of life for a community or region". Daphne Greenwood and

Richard Holt (2010) distinguish economic development from economic growth on the basis that economic development is a "broadly based and sustainable increase in the overall *standard of living* for individuals within a community", and measures of growth such as per capital income do not necessarily correlate with improvements in quality of life.

Also, economic development is a process of structural transformation with continuous technological innovation and industrial upgrading, which increase labor productivity, and accompanied improvements in infrastructure and institution, which reduce transaction costs (Justin, 2017). It includes economic growth, but it's a broader concept than growth, implying structural change that growth does not. Public initiatives to foster economic development may address issues of equity, income distribution, self-determination, and stability. Yet, the most economic development goals continue to be increase employment, per capital output or income within the boundaries of the public entity concern. To be considered developmental, these changes should not be short-lived. One time or short time injections of funds for a capital projects, for example, do not represent long-term economic development, although, "pump priming" to put resources to work is a time-honored method of economic stimulation (Amy, 1997).

### ***Road Transportation***

The Economics Times (2020), define road transport as means transportation of goods and personnel from one place to the other on roads. Road is a route between two destinations, which has been either paved or worked on to enable transportation by way of motorised and non-motorised carriages. There are many advantages of road transport in comparison to other means of transport. The investment required in road transport is very less compared to other modes of transport such as railways and air transport The Economics Times (2020). The cost of construction, operating cost and maintaining roads is cheaper than that of the railways. Also, road transport is enabling door-to-door delivery of goods and materials and can provide a very cost-effective means of cartage, loading and unloading. Sometimes road transport is the only way for carrying goods and people to and from rural areas which are not catered to by rail, water or air transport. Delivery of goods between cities, towns and small villages is made possible only through road transport. Roads transport also play a key role in inter-modal transport development establishing links with airports, railway stations and ports. In addition, they have an important role in promoting national integration, which is particularly important in a country like Nigeria.

### ***Policy***

Policy is an attempt by government to address issues by instituting laws, regulations, decisions, or actions that are pertinent to a particular problem. Therefore, issues arising in different sectors must be addressed and resolved by its policy. Policies tend towards infrastructure, management and operation, regulation, and allocation (man, material, money and machinery). It is expedient for the public and private sectors, firms and industries, government and ministries to formulate sound policies which are the regulatory framework, tenets, and constitution of such organization (Adetayo and Sidiq 2017). It's also a conceptualized as a set of ideas, guidelines, goals, aspirations and visions for better society (Sumaila, 2013).

### ***Transport Policy***

Transport policy as the process of regulating and controlling the provision of transport with a view to facilitating the efficient operation of the economic, social and political life of any

country at the lowest social cost. Indeed, Transport Policy is the framework for transport regulation and control implying a rule – setting function on the part of the government with a view to providing a rational, efficient, comfortable, safe and cost-effective transport system (Sumaila, 2013). Thus, according to Oyesiku (2004), transport policy forms the basis for the planning and direction of growth of the transport system and the extent to which the planning and provision of transport provide appropriate solutions. Oyesiku (2004) argues that the approaches to transport provision as well as the efficiency of the transport system are directly related to the nature and dynamism of a transport policy.

Adetayo and Sidiq (2017) found that transport policy is designed to specifically deal with and focus on general societal phenomenon of mobility which is the very nature of today's society as against seeing mobility as a mere characteristic of the society. Also, stressed that the goal of transport policy is therefore not to change mobility itself, but rather the pattern of mobility in order to find a way to make the said nature of today's society compactable with. Hodgson (2012) argues that transport policy is designed to specifically deal with and focus on general societal phenomenon of mobility which is the very nature of today's society as against seeing mobility as a mere characteristic of the society. Indeed, transport policy treats mobility as a core trait of the modern world. Accordingly, the goal of transport policy is therefore not to change mobility itself, but rather the pattern of mobility in order to find a way to make the said nature of today's society compactable with actual society. Hodgson (2012) concludes that this complexity of political goals in transport policy makes the question of policy design outstandingly interesting for policy research.

### ***Road Infrastructures***

Road infrastructures consists of constructing fixed assets including surface roads and highways, and facilities such as bus stops, trucking facilities, train stations. Vehicle operations along these transport network result in reducing travel time and job creation in the industry, which aggregates the aggregate demand for goods and services that eventually contribute to increased GDP and overall growth (Utpal, Ramesh, & Kamal, 2016). Road infrastructures is a cumulative total of on-site streets, roads and highways. It's also includes the road signs, intersections, bridges and right of way connected to the highways. Local governments also need full inventories of such public properties. Road infrastructures status is also measured in terms of road quality, health, and ability. Funding decisions for road maintenance, reconstruction or extension are taken on the basis of the infrastructure condition of roads and potential needs as modelled by roads planners (Casey, 2020).

The importance of transport infrastructure could be understood at two levels namely: macro and micro level. On a macroeconomic level, access to consumers markets, connecting raw materials to final producers, promoting regional integration and ultimately, improving connectivity to the global economy are the major impacts of a better transport network. On a microeconomic level, transport infrastructure has a direct impact on a country's handling capacity for imports and exports, distribution route development, the frequency of shipments and the cost for freight handling, storage, distribution and related services (Export-Import Bank of India, 2018).

### ***Safety***

Safety is the condition of a “steady state” of an organization or place doing what it is supposed to do. “What it is supposed to do” is defined in terms of public codes and standards, associated

architectural and engineering designs, corporate vision and mission statements, and operational plans and personnel policies. For any organization, place, or function, large or small, safety is a normative concept. It complies with situation-specific definitions of what is expected and acceptable (Charles, 2010). Safety refer to the feeling of being safe in the road system and to the reliability that the user will not be severely injured or killed in that system. This feeling and reliability in the system are key features for promoting more sustainable ways of transportation in the cities, such as walking and cycling, which are linked to more livable city (Pearson at el., 2020).

Based on Skorobogatova and Kuzmina-Merlino (2017) study which argued that to provide an efficient and effective transportation system, the quality of service must be measured to evaluate the transport performance, there are hierarchy in the quality of public transport which consist different classes. security is identified as a degree of safety from 3 aspects:

1. Safety from crime: Staff/police presence, lighting, visible monitoring; layout; identified help points.
2. Safety from accidents: Presence/visibility of supports, avoidance/visibility of hazards; active safeguarding by staff.
3. Perceptions of security: Conspicuousness of safety measures; “mastery of network”; press relations.

The study described the way to calculation of safety and security measurement which could be straight reported from frequently (weekly or monthly), while indirect measurements such as ratio of transit police officers to vehicles could be reported per year. Besides that, drivers must satisfy their motives in traffic to avoid the road safety problems and push them to drive faster and more hazardously (Skorobogatova and Kuzmina-Merlino 2017).

In conclusion, the literature on road transport policy and provides an important foundation for the conceptual framework of the study. This review has examined the literature to provide context for the study, and it has been used to identify variables (road policies, infrastructures, safety) components and related aspects of the issues. This discussion pointed to gain data and information about the impact of road transport policy on economic development

### **Methodology and Conceptual Framework**

The data of the study was collected from both primary and secondary sources. The research design for this study is a mix-mode which is both quantitative and qualitative. Also, the collection of data were carryout on 3 stages namely: for quantitative, the questionnaires (which have Section A: Demographic Profiles, Section B: Conceptual Measures) was administered after using stratify sampling technique to select the respondents. For qualitative, the interviews were conducted after using purposive sampling to select the respondent and lastly, for secondary data, information was obtained from published materials and official government documents and files (like statement of policy on transport 1965, national transport policy 1993, draft national transport policy 2010 among others) from different institution and parastatals such as the national planning commission, federal ministry of transport, FCT Transport Secretariat, were sources of data. The next stage is data analysis. The descriptive statistic (simple %, and mean,) was used to analysed demographic data and individual questionnaire. The analysis was conducted with the aid of Microsoft Excel and IBM statistical package for social science (SPSS) Version 26. Whereas qualitative analysis such as thematic analysis and Mercado’s analytical framework (which focuses on three elements namely: Context which is

policy thrust and goals, Content which is policy objectives, approaches, and solutions, and Consequences which is policy outcomes and performance) was used to analyzed qualitative data.

## Result and Discussion

### *Result of Document Analysis of Road Transport Policy*

#### *Policy Thrust and Goals*

Given the developments in the country's political, economic and social circumstances, to see distinct thrusts as well as divergent mindsets and visions in the policy initiatives. On the other hand, it is important to note that in terms of policy priorities, these programs are unisonous in certain respects. Table 2 captures these complexities in terms of policy thrusts, goals and priorities.

**Table 2: Policy Thrust and Goals**

<b>Policy Initiatives</b>	<b>Policy Thrust</b>	<b>Goals</b>	<b>Finding</b>
1965 Statement	National Coordination	Coordination of Allocation of Resources	Not implemented
1993 Policy	Modal Development	Adequacy and Efficiency	Fully implemented
2003 (Draft) Policy	Integrated Transport	Adequacy, Efficiency, Affordability, Safety, and Environmental Friendliness.	Not fully implemented
2008 (Draft) Policy	Deregulation	Market-Driven Transport System	Not fully implemented

Table 2 demonstrates the policy thrust of each plan and its goals. As for policy thrusts, the 1965 Declaration was focused on the concept of national transport growth coordination. It was envisaged that transportation should be a matter of national and not sectional concern, which Nigeria would address based on the needs and resources of the entire country. Any other approach would result in resource duplication and wastage which Nigeria cannot afford (FRN, 1965). Consequently, the purpose of the policy was to organize the allocation of resources to the modes of transport. Unfortunately, the thrust and goals of this policy led to the emergence of sub- sectoral policies resulting in fragmented evolution of the transportation system and consequently tremendous decay and breakdown of the system in the 1970s and 80s. Indeed, by the 1990s, the World Bank had noted a mobility crisis in Nigeria.

On the basis of these developments, the 1993 National Transport Policy emerged with its thrust on modal development to be achieved within the context of the twin goals of providing adequate and efficiencies road transportation. In pursuance of this, the government embarked on gigantic transport facility construction and rehabilitation with the result that different sub-sectors continued to grow and develop independently. The focus of the policy was transporting



modal development. This informed why each transport sub-sector was developed individually without paying attention to required complementarities and interconnectivity. Realising this gap necessitated the 2003 National Transport Reform which had integrated transport as its thrust while retaining the provision of an effective, safe, efficient and environmentally sustainable transport network as its fundamental objectives. The integrated thrust of transport policy also addressed one of the core concerns of the country, which tackled intermodal competition, as evidenced by the neglect of some modes such as rail and inland waterways transport. The country, in particular Abuja was saddled with over-reliance on road transport to the degree that approximately 90 per cent of the movement of people and goods was based on road. So, it was the government's intention to embark on network convergence, intermodal service and seamless transportation system.

The thrust of the 2008 draft policy was Privatization and Deregulation with the aim of a market-driven transport system, in line with global best practice which according to Williamson (1990) helps to relieve the pressure on the government budget with the belief that private industry is better managed efficiently than state enterprises; and deregulation of transport services which consists in a shift to a competitive economic climate by reorienting and/or suppressing regulatory mechanisms (Jean-Paul, Claude and Brian, 2006). It can be inferred from the above review that the four policy initiatives were well-defined thrusts and objectives which in each case attempted to provide a basis for addressing prevailing transportation issues within the country's socio-economic and political realities.

### ***Policy Objectives***

The details objectives of road transport policy priorities were summarized in Table 3. Each of the policy proposals articulated unique priorities representing the various needs and situations of road transport. Some objectives were captured twice. For example, in the 1993 policy initiative, the goal of diversifying sources of funding for road construction and maintenance articulated in the 1965 document was restated with the addition of reorganizing the road transport industry and paying attention to the road-vehicle interface. On the other hand, the draft documents for 2003 and 2008 expressed the intention of promoting private investment in road construction and maintenance and leaving public transport operations in the hands of the private sector. Such objectives were aimed at exploring alternative sources of road construction and maintenance funds, especially in the face of declining government funds resulting from increased rivalry and resource demands from other economic sectors. Thus, it was envisioned that participation of the private sector in all facets of road transport and indeed in all modes of transport would be a viable strategy of government.

**Table 3: Policy Objectives**

Policy Initiatives	Objectives	Finding
1965	Diversifying funding sources for roads constructions and maintenance	This objective was not achieves which make the world bank declare there is mobility crisis in Nigeria.
1993	-Explore new sources of funding -Encourage intermodal approach to freight transport. -Pay attention to road-vehicle interface	It was partially achieved by 50%
2003	-Encourage private participation in road construction -Strengthen traffic law enforcement -Re-organize road transport industry	It was not fully implemented by 65%
2008	Private sector to participate in road construction and maintenance	This objective was partially achieved by 60%

***Policy Approach and Solution***

The summaries of the various approaches, recommended solutions, and instruments of the four policy initiates, and in particular road transport was presented in Table 4. The first set of solutions prohibit the use of road by vehicle that was overloaded with heavy goods and propose the establishment of Elite Police Road Patrol to ensure the compliance of law and order. Also, it introduces fuel and vehicle taxes as another sources of funding for the construction and maintenance of the road.

The 1993 policy talk about training and re-training of operators of road transportation and introduction of users' charges as sources of funding for road construction and maintenance. However, 2003 and 2008 policy initiatives come out with the solution of adopting public private partnership through road concessioning for maintenance.

**Table 4: Policy Approach and Solution**

Policy Initiatives	Road Transport	Findings
1965 Statement	-Prohibit heavy axle load vehicle on the roads -Introduce fuel and vehicle taxes -Establish Elite Police Road Patrol	It was poorly implemented (the military coup happens in the subsequent year and the civil war hampered its implementation).
1993	-Introduce users' charges as funding sources. -Run Courses, Seminars and Workshop for Operators in	It was partially implemented (lack of political will hampered its full implementation)

	conjunction with Nigerian Institute of Transport Technology Zaria.	
2003	-Adopt performance-based maintenance management program. -Increase funding of Road Safety	It was partially implemented
2008	-Road Concessioning for maintenance - Private Transport Operators	It wasn't fully implemented

### ***Policy Implementation***

A major challenge facing transport development in the country today has to do with the implementation of policy recommendations. The process of policy formulation may partly be responsible for this. The 1965 policy statement was more or less the summary statement of a research report. The policy guides were not intended to be strictly pursued because the different methods and instruments introduced and used by the government made the transportation system worse within the two decisions that pursued. In the same vein, though comprehensively conceived, the policy proposals of 2003 and 2008 did not go beyond the draught form indicating that the implementation of their recommendations was strictly not binding on government. What these translate in is that the country's only National Transport Policy Document may be specifically said to be the 1993 document. After the last reform, the proposed National Road Commission', FCT Road Authority' and, Urban Transport Agency' of the National Transport Policy Reform document have not been put in place.

The failure of the Government to enact the enabling Act for the establishment of Agencies and Commissions is a major setback for reform implementation. Government is proposed to introduce the Rapid Rail System into the major cities (like FCT Abuja) that will ease out pressure and congestion from the roads networks of the country, in particular Abuja is yet to be done. Road transport reform is expected to take care of all the social strata. But it was observed that dedicated walkways and routes for cyclist were not provided; physically challenged and the elderly were also not given their right of place. This corroborated Olawole's (2014) lamentation that the elderly in the society were neglected in the scheme of things on the roads as provision was not made for them. Before now the budgetary allocation to roads is the parameter that was used as the standard for performance. The document in itself lacks performance measurability and targets. To get value for money, the budgetary allocation to the sector does not confirm performance, as corruption is endemic and the fund may not be positively deployed.

### ***Expert Interview Analysis***

This section seeks to analyzed the expert opinion on road transportation in Abuja. Five (5) Directors from FCT Transport Secretariat who are custodian of road transport policy participated in the interview. 60% of the respondents are male while the remaining 40% are female. They represent various position ranges from Principal Officer to Assistant Director. Table 4 shows the details of participants in this study.

**Table 5: Details of Participants**

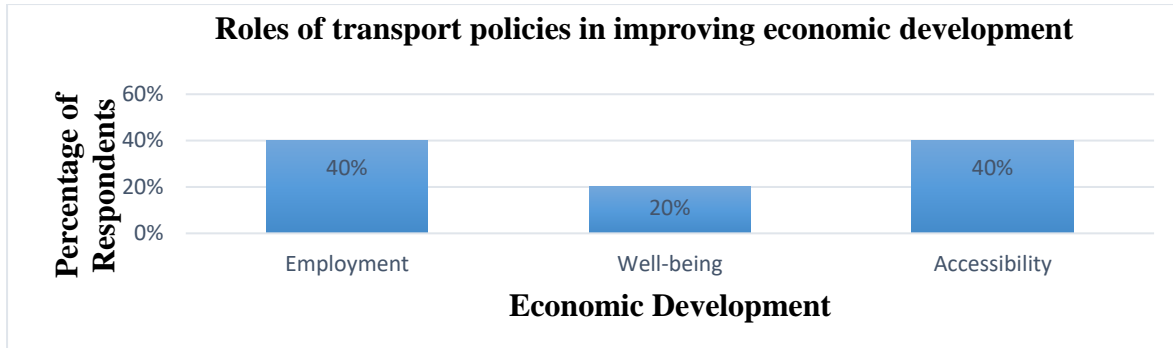
S/N	Gender	Respondents	Position
1	Male	Participant A	Director
2	Female	Participant B	Chief Technical Officer
3	Male	Participant C	Director
4	Male	Participant D	Assistant Director
5	Female	Participant E	Principal Officer

Based on the outcomes interviews about the performance of the transport policies in the FCT, majority of the respondents pointed out that the policy didn't cover rural area, funding constraints, corruption which hinder the full implementation of such polices are the major challenges whereas the commissioned of Phase I Abuja Light Rail System (see figure 1), Abuja Urban Mass Transit Company (see figure 2) among others are the major success of road transport policy. It also provides for operations.

**Figure 1: Abuja Light Rail System****Figure 2: Abuja Urban Mass Transit Company.**

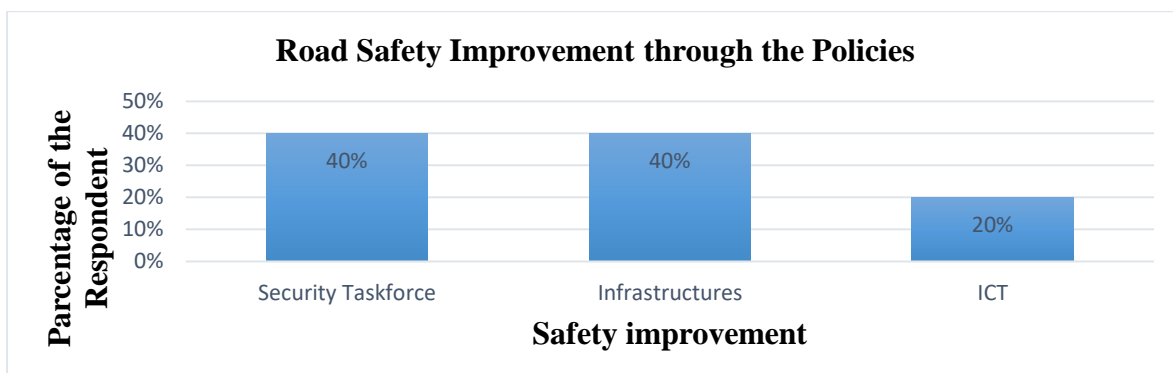
Based on the outcomes of the interviews about the role of transport policy in improving economic development, the respondent agreed that road transport is the vital for economic development. Based on the figure 3, most of the respondent asserted that, road transportation provides easy access to the schools, workplace and aids trade by helping rural farmers to move their farms product to the urban area. Follow by 40% of the respondents who comments that it

provides a lot of jobs opportunities in the road transportation. In fact, it was the major employer of labour in the city. The last group which represent 20%, asserted that road transportation increases the standard of living and well-being (health, happiness and prosperity) of the people.



**Figure 3: Roles of Transport Policies in Economic Development**

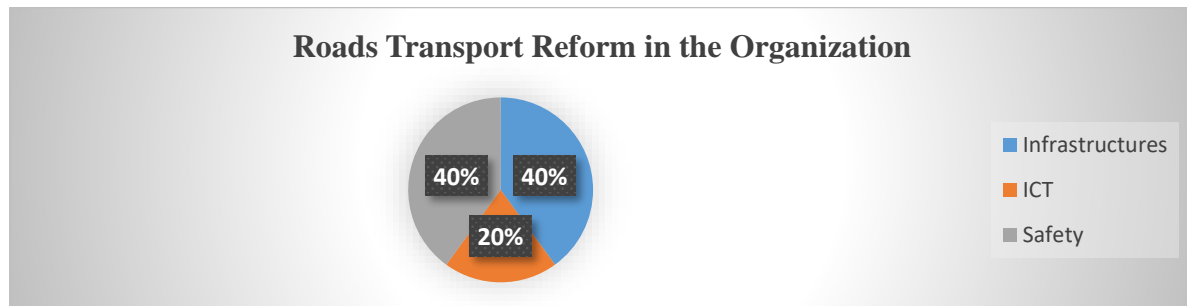
On the road safety improvement through the policies, respondents asserted that, measures were incorporated into road transport policies to position road safety issues at the heart of transport system management. Achieving ideal road safety thrives on functional law enforcement agencies. The agencies responsible for the traffic control and enforcement were cardinal to the road transport users and system protection. Based on figure 4, 40% of the experts asserted that security taskforce like Nigerian Police Force (NPF), Federal Road Safety Commission (FRSC), Vehicle Inspection Officer (VIO) were constituted to checkmate the activities of defensive driving, over speeding, recklessness driving among road users. Then follow by the respondents whose view that, several road expansions and crossing opportunities (like pedestrian, roads marking, crossing, bridges etc) were under construction so that it will reduce congestion and accident when completed. While the least group of participants asserted that, Urban Traffic Control System was provided in the city to enhance safety for vulnerable road users.



**Figure 4: Road Safety Improvement through the Policies**

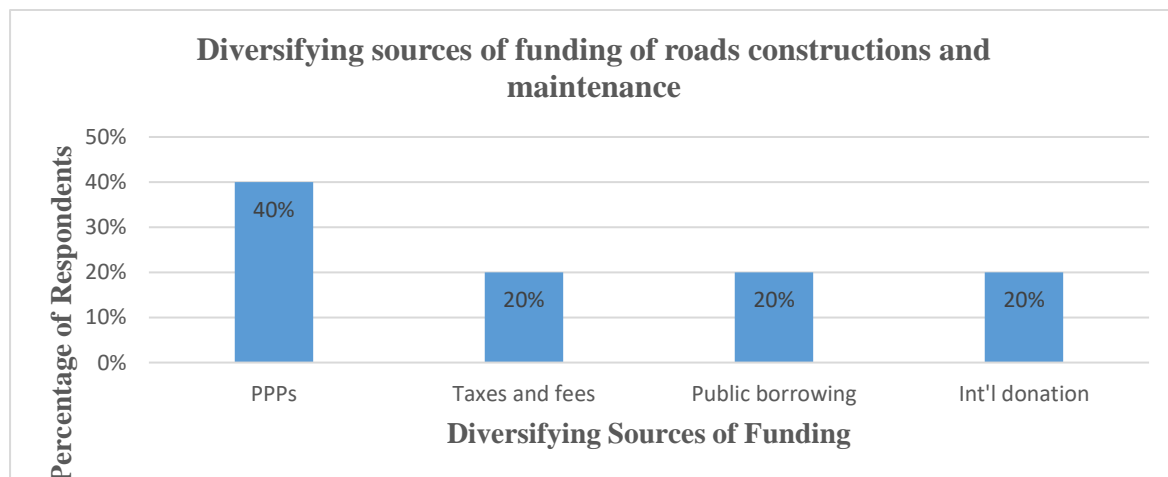
Based on the outcomes of the interviews about the road transport reform in the organization, the respondents asserted that, several reforms were carryout within city in order to ensure adequate, efficient, safety and environmentally friendly transport system. Based on figure 5, 40% of the experts opined that, several pedestrian bridges and roads were expanded while other routes were under reconstruction for expansion in order to ease congestion and reduce travel time (Abuja-Mararraba-Yanya Road, Kuje-Gwagwalada, Abuja-Kaduna etc). The second group of the experts which represent 40% talk about safety reform in road transport. FCT Security Taskforce among various law enforcement agencies was constituted to maintain law

and order in the city, motorcycle and tricycles were ban from operating on major roads. The last group asserted about ICTs. Capacity building in ICT among various stakeholders, installation of solar powered traffic control signal were carryout.



**Figure 5: Roads Transport Reforms in the Organization**

Lastly, based on the outcomes of the interviews about the way of diversifying sources of funding, the respondents asserted that, the need for exploring alternative sources of funds for road construction and maintenance especially in the face of dwindling government funds arising from increased competition and resource demands by other sectors of the economy cannot be overemphasize. Based on figure 6, majority of the experts asserted that the organization are engaging in Public-Private-Partnership initiatives as way of bringing private individuals to fund the construction and maintenance of roads. Then follow by license and registration fees of vehicles, taxes, support from international donor like Department for International Development, and public borrowing as part of new way of sources of funding.



**Figure 6: Diversifying Sources of Funding of Roads Constructions and Maintenance.**

### ***Descriptive Analysis of Questionnaires Respondents Profiles***

This section seeks to present descriptive analysis for the demographic and research variables profiles of the respondents which have been described based on each construct. The questionnaire was administered to answer questions about the roles of road transport policy (infrastructures and safety) and economic development in FCT Abuja, Nigeria: Stakeholders Perception.

**Table 6: Descriptive Statistics of Respondents Profiles**

Respondents Profiles	Option	Frequency	Percentage(%)
Gender	Male	86	53.8
	Female	74	46.3
Age	12-25	21	13.13
	26-35	69	43.13
	36-45	37	23.13
	46-55	12	7.5
	Above 55	17	10.63
Employment Status	Employed	84	52.5
	Unemployed	38	23.8
	Student	26	16.3
	Pensioner	12	16.3
Residential Area	Municipal Area	39	24.4
	Gwagwalada Area	39	24.4
	Bwari Area Council	30	18.8
	Kwali Area Council	23	14.4
	Kuje Area Council	20	12.5
	Kwari Area Council	9	5.5
Monthly Income	\$75-\$102	49	30.6
	Above \$126	43	26.9
	Below \$51	28	17.5
	\$51-\$75	26	16.3
	\$102-\$126	14	8.8
Road Usage	2-4 days a week	60	37.5
	5-6 days a week	49	30.6
	Every day in a week	42	26.2
	Once in a week	9	5.9

Table 6 presents the demographics profile of the respondents. Based on the table, more than half of the respondents are male with 86 respondents representing 53.8%. Female only makes up for 46.3% with a total of 74 respondents. This shows that both male and female actively participated in the survey. In terms of age, most of the respondents are at the age between 26-35 which represents 43.13% with 69 respondents. The second highest group is respondents between the age of 36-45 which represents 23.13% with 37 respondents. Followed by 15-25 with 21 respondents represents 13.13%. The least group are above 55 and 46-55 with 17 and 12 respondents which represent 10.63% and 7.5% respectively. This shows that majority of the respondents' active population. Also, concerning respondents' employment status, majority of the respondents are employed with the total numbers of 84 respondents represent 52.5%. This shows that most of the respondents use road for working (going to their shops, offices) purposes. Followed by unemployed with 38 respondents represents 23.8%. The third highest group is student with total of 26 respondent which represent 16.3%. This shows that, the respondents use the road transportation for going to school and coming back home. However, the least group are pensioner with 12 respondents represents 16.3%.

However, from the perspective of the residential area, majority of the respondents live in Abuja Municipal Area Council and Gwagwalada Area Council with 39 respondents in each which represent 24.4%. It can clearly see that the majority of the respondents travel from Abuja Municipal Area Council and Gwagwalada Area Council; this factor may be influenced from the availability of the good road transportation in Abuja Municipal Area Council and Gwagwalada Area Council and the accessibility to the bus stop and bus station. Moreover, from the perspective of the respondents' monthly income, majority of the respondents have a monthly income of between \$75-\$102 US Dollars that represent 30.6% with 49 respondents which is moderate income. The second group is above \$126 US Dollars with 43 respondents represent 26.9% which is also moderate income. The next group is below \$51 US Dollars represent 17.5% with 28 respondents which is moderate poor. The fourth group is \$51-\$75 US Dollars with 26 respondents represents 16.3%. The last group is \$102-\$126 US Dollars with 14 respondents represents 8.8% which is moderate income. According to the World Bank (2020), the international benchmark for poverty line was \$2 per day. This means that anyone earning below \$2 per day will be considered moderate poor or living below poverty line. The result indicated 66.3% of the respondents live above poverty line or have moderate income while the remaining 33.7% live below poverty line or have moderate poor income

Nevertheless, in terms of road transport usage per week, majority of the respondents use road transportation 2-4 days a week with 60 respondents represents 37.5%. This is because the majority of the respondents are workers. It is a routine for travelling to the workplace. The second highest group is 5-6 days a week with 49 respondents represent 30.6%. The second last group was those that are using roads every day in a week with 42 respondents which represent 26.2%. The last group are respondents that use roads transport once a week with 9 respondents which represents 5.9%.

### ***Infrastructures***

The study in the table 7 below established that majority of the respondent agreed that there is significant relationship between road infrastructures and economic development as shown by the by a means ranges from 3.31 to 3.79.

**Table 7: Descriptive Statistics for Items Measuring Infrastructures**

<b>Structure variables</b>	<b>SD</b>	<b>D</b>	<b>N</b>	<b>A</b>	<b>SA</b>	<b>Mean</b>
The road infrastructure in the city increase your wellbeing	6 (3.8%)	13 (8.1%)	24 (15.0%)	83 (51.9%)	34 (21.3%)	3.79
The routes maintenance in the city are done regularly to increase the standard of living	7 (4.4%)	27 (16.9%)	55 (34.4%)	52 (32.5%)	19 (11.9%)	3.31
The routes infrastructures in the city provide easy access to the workplace	6 (3.8%)	17 (10.6%)	41 (25.6%)	52 (32.5%)	44 (27.5%)	3.69
The road network in the city increase access to education	10 (6.3%)	17 (10.6%)	55 (34.4%)	58 (36.3%)	20 (12.5%)	3.38



Your residence area is covered with road transport network	8 (5.0%)	23 (14.4%)	47 (29.4%)	57 (35.6%)	25 (15.6%)	3.43
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### Safety

The study in the table 8 below established that majority of the respondents agreed that there is relationship between safety and economic development as shown by a means ranges from 2.79 to 3.48.

**Table 8 Descriptive Statistics for Items Measuring Safety**

Structure variable	SD	D	N	A	SA	Mean
The bus stations are safe and secured	17 (10.6%)	32 (20.0%)	54 (33.8%)	41 (25.6%)	16 (10.0%)	3.04
I feel comfortable whenever I use the vehicles in Abuja road network	9 (5.6%)	26 (16.3%)	49 (30.6%)	54 (33.8%)	22 (13.8%)	3.34
The vehicles in operations are in good condition	8 (5.0%)	28 (17.5%)	50 (31.3%)	49 (30.6%)	25 (15.6%)	3.34
Road transport facilities are well equipped with security systems	33 (20.6%)	37 (23.1%)	35 (21.9%)	40 (25.0%)	15 (9.4%)	2.79
The vehicles in operations are reliable	7 (4.4%)	23 (14.4%)	49 (30.6%)	59 (36.9%)	22 (13.8%)	3.41
There are social activities on the way to the bus stop in the city	9 (5.6%)	20 (12.5%)	44 (27.5%)	59 (36.9%)	28 (17.5%)	3.48
Crossing opportunities (overhead bridges, crossing, pedestrian, traffic signals) reduce accident and travel times in the city	12 (7.5%)	27 (16.9%)	45 (28.1%)	49 (30.6%)	27 (16.9%)	3.33

### Conclusion

In the light of the findings from the analysis, it was concluded that, road transport policy enhances economic development through providing easy access to workplace, schools, hospitals and rural farmers to transport their farms product to the urban area. But the recent growing population in the FCT Abuja have made the transport system inadequate. This unimpressive performance on road transport reform attributed to the lack of implementation of various policies by the Federal Government and the National Assemblies inability to enact laws to establish the agencies and institutions which include National Road Transport Commission, FCT Road Authority, Toll Gate Agency, etc. that will not only execute the reform implementation with the Act of Parliament but generate necessary fund for road infrastructural development through taxes. Hence the extent of activities of road transport reform has fallen short to cope with economics activities and the increasing population in the FCT Abuja.

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