

GLOBAL JOURNAL

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Real estate, Event and Tourism Management

Role of Eden Park

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Highlights

Study of Ibadan Metropolis

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Discovering Thoughts, Inventing Future

VOLUME 15

ISSUE 2

VERSION 1.0



GLOBAL JOURNAL OF MANAGEMENT AND BUSINESS RESEARCH: F
REAL ESTATE, EVENT AND TOURISM MANAGEMENT

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REAL ESTATE, EVENT AND TOURISM MANAGEMENT

VOLUME 15 ISSUE 2 (VER. 1.0)

OPEN ASSOCIATION OF RESEARCH SOCIETY

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Research. 2015.

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GLOBAL JOURNAL OF MANAGEMENT AND BUSINESS RESEARCH: F
REAL ESTATE, EVENT & TOURISM MANAGEMENT
Volume 15 Issue 2 Version 1.0 Year 2015
Type: Double Blind Peer Reviewed International Research Journal
Publisher: Global Journals Inc. (USA)
Online ISSN: 2249-4588 & Print ISSN: 0975-5853

Role of Eden Park Ecotourism100 Local Economic Evelopmenting the District Lumban Julu Indonesia

By Sarintan Efratani Damanik

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Abstract- The ecotourism of Taman Eden 100 Lumban Julu Indonesia is the conservation area that is used by the stakeholder and also join to keep the consistency of nature in the area of the conservation. It has the nature potency like flora, fauna, and its nature has its own beauty to be very potensial to explore. The analysis of the net balance can be stated that the location conformity with the tourism activity value very positive feedback which amounted to 82.40% of respondents received positive support from respondents, however 11:28% of respondents have also stated to bad doubt.

The existence of the object of ecotourism Garden of Eden 100 to be accepted by society as a customs received positive support from respondents of 74.43%, but 25.12% of respondents there is also undecided.

Keywords: ecotourism, taman eden 100, conservation, information strategic.

GJMBR - F Classification : JEL Code : F63



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Sarintan Efratani Damanik

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The existence of the object of ecotourism Garden of Eden 100 to be accepted by society as a customs received positive support from respondents of 74.43%, but 25.12% of respondents there is also undecided. The climate of the Taman eden in rainy day have an effect to the coming of the people there, but the location of Taman Eden100 is strategic enough and has positiveres ponds. The ecotourism of Taman Eden hasn't taken a part yet in the development of the economy of local society there.

Keywords: ecotourism, taman eden 100, conservation, information strategic.

I. PRELIMINARY

In order to attempt to improve the welfare of people in Indonesia , the government is currently in full swing in implementing national development in all fields. The objective of national development is to realize the ideals that just and prosperous society [10].

At this time the central government has given broad authority to local governments to carry out the development of their respective regions. This is reinforced by the issuance of Law No. 32 of 2004 on local governments and law number 33 of 2004 on the financial balance between the central government and local governments, this is a manifestation of central government policy to empower and improve the ability of public areas in order to boost the economy area. This authority encompasses all aspects of government. Namely financing authority area can dig while also being able to enjoy the resources and economic potential of its natural resources without too much intervention from the central government [4].

It will be able to have an impact on the progress of the regional economy, which in turn created regional development. The context of regional development which can be developed one through the tourism sector. Indonesia puts in tourism as a priority for development, especially in regions where tourism potential, it is possible to see the natural state rich with forest products as well as beautiful natural scenery [3], [10].

Forest resources can provide direct benefits through nature tourism activities. Nature tourism or ecotourism is the trip to the place where nature is still relatively undisturbed or contaminated with the aim of studying, admiring and enjoying the scenery, vegetation and wildlife, as well as other forms of cultural manifestation that exists. Potential objects and natural tourist attraction owned by, among others, in the form of biological diversity, uniqueness and authenticity of traditional culture, the beauty of the landscape, natural phenomena, historical heritage / cultural optimally for the welfare of society. Overall tourism potential and natural tourist attraction is an economic resource of high value and is a media education and environmental conservation. In the development of nature tourism activities are positive effects and negative effects, both in economic, social, and natural environment [3], [6], [11].

Positive impact among others, additional source of income and foreign exchange, provide employment and business opportunities, encourage the development of new businesses, and is expected to increase public awareness / rating on the conservation of natural resources. The positive impact needs to be improved from the past and present. Negative impacts include the disruption of objects and tourist attraction that erosion and the emergence of social inequality. The negative impact of this needs to be addressed and tackled jointly between the parties concerned [9].

One of the natural attractions is the Garden of Eden 100 that have the potential and natural tourist attraction famous for reat-reat location, rock climbing, cave bats, tree house, Orchid Toba (Tahul-tahul), nursery plants and forest fruits, waterfall located on the Silo River area has a very interesting ecotourism potential to be developed into a management-based

ecotourism with the conservation of nature. Development of Parks Eden need to pay attention to biophysical conditions and uniqueness as a tourist attraction environment that can result in a negative impact on the tourist attraction.

a) *Research Purposes*

This study aims to analyze how the public response to the object of ecotourism Garden of Eden 100 and analyze how the role of ecotourism objects in the Garden of Eden 100 local economic development.

II. METHODOLOGY

a) *Scope of Research*

This study emphasizes the role of ecotourism object 100 Eden Park against the economic conditions surrounding the object ecotourism in particular economic conditions of rural communities Lumban Rang Indonesia. Does the existence of tourism in that area have a role or a good contribution to the community perkonomian.

b) *Data Collection Techniques*

In gathering the necessary data, the technique used is as follows;

i. *Questionnaires*

In this penelitian author directly using a list with the type of option, this option type of questionnaire respondents' intention is only asked to choose one answer or lebih of the many answers or alternatives have been provided.

ii. *Interview*

The interview is an oral question and answer process, where two or more people baerhadapan each other physically, which is where the interview is used to find data or information to parties related to tourism. The questions in the interview guide should be understood as guidance, so that enumerators can develop any questions to dig deeper information.

III. ANALYSIS

Descriptive statistics are statistics used to analyze the data in a way to describe or draw the collected data as it is without intending to generally accepted conclusions or generalizations (Sugiyono 2002).

This study used how to construct a frequency table and a description of the explanation of the primary data questionnaire. Frequency table is useful to know the distribution of respondents. Results of the questionnaire respondents on the response contains five alternatives are: a). Strongly agree. b). Agreed. c). Doubtful. D). Disagree, e). Strongly disagree

Responder results were analyzed by calculating the percentage of the responses and then into

categories in accordance with the opinion of Arikunto (2006), as follows:

- The average value of between 86% -100% very good category.
- The average value of between 76% -85% good category.
- The average value of between 66% -75% medium category.
- The average value of between 40% -65% unfavorable category.
- The average value of less than 40% is not good category.

IV. RESULTS

a) *Conditions in the Garden of Eden 100 Geographic*

Forest Nature Garden of Eden 100 is administratively located in the hamlet of North Sionggang Lumban Rang village, District LumbanJulu, Toba Samosir, North Sumatra Province with a total area of ± 40 ha. Geographically located between 02° to $02^{\circ} 42'00''$ $39'00''$ BT BT and 099° to $099^{\circ} 64'00''$ $62'00''$ LU LU. This location is approximately 16 km from Parapat Balige towards the city and 55 km from the city Balige towards Parapat. Forest Tourism Eden borders:

North : District of Ajibata Simalungun

South :Sionggang Village Central and South Sionggang

West :District of Sipanganbolon

East :Lumban Julu

i. *Topographic*

Eden Nature Park Forest, Toba Samosir is located at an altitude of 1100-1750 m above sea level consists of high cliffs, steep ravines and rushing river.

ii. *Climate*

Climate in the forest area of natural Garden of Eden with relative humidity ranging from 96.64%, 1627.98 lux light intensity meter, air temperature during 20, 01 ° C and wind speeds ranging 1 to 4 knots.

iii. *Type of soil*

The type of soil in the forest area of natural Garden of Eden, the land finely textured clayey, sandy loam, clayey loam, fine argillaceous, clay dusty, dusty loam, clay loam dusty dusty and smooth, with a soil pH and soil temperature ranged from 6.36 20,96°C,

iv. *Vegetation*

Based on observations in the study area, vegetation commonly found that of the family, Theaceae, Pinnaceae, Hammamelidaceae, Cunoniaceae, Aralia-ceae, Annonaceae, Fagaceae, Sthyracaceae, Mellia-ceae, Myrtaceae and family Orchidaceae.

b) *Tourism conditions*

The number of domestic tourists who visit the Garden of Eden 100 2009 as many as 9016 people, an

increase of 6.12% compared to a year ago. In general, the activities of tourists visiting the area of the Garden of Eden ecotourism object 100 is divided into two (2) activities, namely: the spiritual and enjoy the atmosphere in the beauty of nature.

c) *Based on visitor characteristics of the Group of Social and Economic Visitors.*

Eden Park visitors ecotourism object 100 consists of a variety of economic levels, ranging from the weak economy, middle, and top, as well as with age, ranging from children, teenagers, adults, and seniors groups. Social class above can be distinguished from the different types and models of vehicles used to the sights, as well as the level of other social groups, dengam traffic patterns are used, among other things:

- Individuals, usually consisting of one or two people and mostly uses sepd motor.
- The family, usually consist of four or five people to use the car priadi
- The large family or group, usually consisting of nine to fifteen people using vehicles minivan, the van is being, or pickups.
- Large group, usually consisting of twenty, thirty or more people using the vehicle bus, or pickups.

There are several types of object properties tourists visiting the Garden of Eden 100 ecotourism, among others:

- On the day of regular visitors who come to the Garden of Eden just as transit (not the main visit), for example, to lunch with colleagues before continuing the journey to the place to another, and generally is an individual.
- On the weekends, Sundays or holidays / large, ecotourism objects Garden of Eden 100 be the main objective of both individuals, families, or groups.

Visitor activity in ecotourism objects Garden of Eden 100, is divided into several parts, namely: to enjoy pemandangan Nature, enjoy spiritual activities, camping, hiking, bring your friends, family and leisure guests

In the area of ecotourism Garden of Eden 100 objects readily available drinks or snacks (snacks), but some visitors deliberately bring their own food and side dishes from home, they only pay the fees of Rp 5,000 per person.

Results of research conducted that the information obtained for the development of tourism, which is owned by tourists preperensi must be known with certainty. This relates to the pattern of regional planning and development in the future. If viewed from the arrival of the tourists who come there individually means not through tourist packages, where travelers can leave the tourist area at will. This is the weak side as it attempts to extend the length of stay is less tourists can be performed optimally.

Unlike the tourist arrivals in package (group) that has been programmed schedule of activities and a long residence in a tourist area. With this pattern a visit with the package system is programmed and organized, and also long residence time and the amount of their spending in the region will be a tourist attraction can be improved.

d) *Infrastructure*

According to which there is a potential for ecotourism area of the Garden of Eden 100 objects and see the development in this area, the government and society seek to provide facilities and infrastructure. Means good transport will be able to improve the efficiency and effectiveness of user resources, both human resources and natural resources, which in turn will be able to spur economic growth. Therefore it needs to be supported by good transport system because transportation is one key to the success implementation of regional development programs as measured by the parameters of economic development.

Infrastructure is also a key requirement for regional ecotourism object of the Garden of Eden 100, where the results of observations obtained in the field shows that the region is already available clean water, electricity, telephone, and environmental sanitation, but still limited

Electric lighting and communication in general has reached largely District of Lumban Julu including in the area of the Garden of Eden object 100. A variety of ecotourism infrastructure and facilities available in a tourist area is one of the important elements or support in the construction / development of a tourist area.

In addition to infrastructure and facilities as mentioned above, in the district of LumbanJulu also been available, namely health centers, houses of worship, education, post offices, banks and traditional markets

Prediction is based tourism activities with the condition and potential ecotourism area of the Garden of Eden object 100. As for the tourist activities that are likely to occur in the area of the Garden of Eden 100 tourist attraction is the variety of activities related to the potential environmental Lumban Julu, such as agro-tourism activities, cross-country, camping and spiritual activities.

There are two important things into consideration base for ecotourism development land area of the Garden of Eden 100 objects, which emphasizes the preservation of the natural environment and landscape-specific, give major benefits to local communities, does not give rise to significant negative impacts, the process of gradual and sustainable development

e) *Respondents Against ecotourism places the Garden of Eden 100*

To determine the role of ecotourism objects in the Garden of Eden 100 local economic development

cannot be separated from the community and government participation in maintaining and caring for these attractions so as to attract tourists to come and visit back ecotourism Garden of Eden 100 in terms of location, infrastructure and the proposition and of In terms of community service and promotional objects tour so as to develop the local economy community in terms of people's income, employment opportunities and the development of economic activities surrounding communities.

Statement filed to the respondents on ecotourism objects Garden of Eden 100 originally done in the form of a list of statements (questionnaire) and frequently asked questions that occur naturally and then developed the list of questions posed to respondents in the form of the usual questions such as the location of the Garden of Eden 100 objects ecotourism is appropriate for became a tourist attraction, an object of ecotourism Garden of Eden 100 has been positioned fatherly developed, ecotourism object Garden of Eden 100 does not interfere with the public, making a living in the main job for the local people, the object of ecotourism Garden of Eden 100 affected by the climate.

For the object statement ecotourism Garden of Eden 100 are affected by the climate, the majority of respondents stated strongly agree by 49.22%, 33.18% who agree and who expressed hesitation of 11.38% and are stated strongly disagree at 6:22%.

If viewed from the analysis of the net balance can be stated that the location of the Garden of Eden a 100 ecotourism object is in conformity with the tourism activity very positive feedback which amounted to 82.40% of respondents received positive support from respondents, however 11:28% of respondents have also stated to bad doubt. The existence of the object of ecotourism Garden of Eden 100 to be accepted by society as a customs received positive support from respondents of 74.43%, but 25.12% of respondents there is also undecided. Object ecotourism Garden of Eden 100 very strategic to be developed to get a positive response supported by 87.91% and 9.89% of the respondents there is also undecided. The existence of the object of ecotourism Garden of Eden 100 does not interfere with the activity of the community in making a living from primary workers received positive support of 88.06%, but 11.94% of respondents there is also undecided. Object ecotourism Garden of Eden 100 is not affected by the negative climate supported by 61.53% and amounted to 15.38% of respondents expressed hesitation, this shows that if the climate is not good then only a few tourists who visit these attractions.

This shows that the object of ecotourism Garden of Eden 100 worth less both as a tourist attraction. Because respondents gentleness at the position values between 40% -65%. This shows that the object of ecotourism Garden of Eden 100 worth very good and still need to be developed further in order to become a better tourist attraction

If seen from the statement of the infrastructure and tourism facilities in the Garden of Eden ecotourism object 100 needs to be increased again, we can see on the roads are very good and can be traversed by public transport and private vehicles with ease, the tourist area also needs to be improved health facilities, places of worship, and lodging facilities and restaurants, so for tourists who want to visit the ecotourism object little difficulty.

If viewed from the side of tourism promotion to get the percentage of respondents' statement amounted to 36.64%, this indicates that there is still a lack of promotion of tourism in this case can be improved in order to lure more tourists to visit towards these attractions. If viewed from the side of services to travelers get the percentage of respondents statement amounted to 38.45%, this indicates that the rating services to poor communities, and this needs to be improved in order to attract tourists to visit tourist attraction Garden of Eden 100.

This indicates that the role of the object ecotourism Garden of Eden 100 has not been maximized, there are other indicators that have a considerable role to the tourism activity of the Garden of Eden 100.

f) *Role of Ecotourism places the Garden of Eden 100 in Local Economic*

Development based on the results wawan way with one of the people who live in the Garden of Eden 100, works as a farmer (Boru Harianja age 53 years) explained that they are very pleased with the object of ecotourism Garden of Eden 100, but they are as a people who are around the object ecotourism yet economic benefit to the surrounding community. This can be seen clearly that tourists who come to the site of the Garden of Eden 100 no shopping out of the tourist sites when infrastructure facilities food / snacks, daily necessities, souvenirs are still very minimal.

With no economic improvement around the object tersetuhnya ecotourism Garden of Eden 100 needs to be increased so that the development of people's income increases. With rising incomes, the economic activity Garden of Eden 100 increase.

V. CONCLUSIONS AND RECOMENDATIONS

a) *Conclusion*

- Based on the respondents were obtained during the study that the object of ecotourism Garden of Eden 100 has great potential to be developed into ecotourism, but if viewed as the fact object ekwisata Garden of Eden 100 still needs intensive care.
- Based on the results of research and discussion to focus on the problems that exist in this study it could be that the object of eco-tourism in the Garden of Eden 100 does not have a role in local economic development of local communities,

because with the object of ecotourism Garden of Eden 100 has not been touched in incomes.

b) *Recommendations*

- Object ecotourism Garden of Eden 100 is a regional asset, and therefore should remain on guard and well preserved.
- Based on community feedback about the role of ecotourism objects in the Garden of Eden 100 local community economic development shows that the role of ecotourism objects Garden of Eden 100 has not been instrumental in local economic development community. However, to further good development of the local economy, there are still other variables and indicators which have a better role in the economic development of local communities as role in agriculture, education and other fields.

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GLOBAL JOURNAL OF MANAGEMENT AND BUSINESS RESEARCH: F
REAL ESTATE, EVENT & TOURISM MANAGEMENT
Volume 15 Issue 2 Version 1.0 Year 2015
Type: Double Blind Peer Reviewed International Research Journal
Publisher: Global Journals Inc. (USA)
Online ISSN: 2249-4588 & Print ISSN: 0975-5853

State of Infrastructure Procurement in Lagos State, Nigeria: The PPP Approach

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GJMBR - F Classification : *JEL Code : H54, O18*



Strictly as per the compliance and regulations of:



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Abstract- Over the years, finance has posed great challenge to government at all levels in Nigeria and this has translated into truncated efforts in infrastructure delivery. Today however, there is a paradigm shift from the conventional ways of delivering infrastructure to PPP. This study highlights the infrastructural facilities brought forth by the Lagos State government via PPP. Using qualitative method, information needed for the study was sourced from the Lagos State Public-Private Partnership Office, validated with personal observation. The study revealed that the Lagos State Government has been thriving in the embrace of PPP having procured infrastructure like Lekki-Ikoyi Link Bridge, Island Power, Alausa Power, Mainland Power, CG-EKO Ventures LLP, Akute Power Project, Lagos State Bus Rapid Transit scheme (BRT), Gbagada Renal & Cardiac Centre, amongst others. It is recommended that Lagos State government should not relent in bringing on board more of private investors to increasingly propel the delivery of infrastructural facilities. For other states in Nigeria yet to adopt PPP for infrastructure procurement, it is recommended that they do so without further delay. Also, developing countries the world over, that are yet to adopt PPP for infrastructure provision should take the bold step to embrace PPP.

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I. INTRODUCTION

The role of infrastructure in any society cannot be overstressed. Every nation cannot do without it. The adequacy of infrastructure in qualitative and quantitative measures have resultant effects in bettering the lives of the masses; affects the cost of doing business in that city/nation; and is one of the bedrock to an egalitarian society. Infrastructure has been accorded different definitions each of which points out one aspect or the other of its scope. Word Web Dictionary (2010) defines infrastructure as the collection of basic facilities and capital equipment essential for the functioning of a country or area. On the other hand, Nubi (2003) defines it as the aggregate of all facilities that allow a city to function effectively. Wikipedia (2015) agrees with these definitions but accentuated yet further that infrastructure on the whole characterizes the physical components of interrelated systems providing commodities and services essential to enable, sustain, or enhance societal living conditions. Infrastructure does not only improve living condition (social implication), it also has

economic, social and physical implications. It is germane for businesses to thrive, expedient for social welfare and needed for sustainable development in any nation. Infrastructure thus include electricity, pipe borne water, waste disposal, sewage, drainage, transport, health, education, police station, fire station, banks, post office and so on.

Regardless of the approach to defining it, the common ground categorically is that infrastructure are the physical structures, facilities/utilities that are put in place by the public, private sectors; or both collectively purported at enhancing the effective and efficient functioning of the society.

II. STATEMENT OF PROBLEM

Over the years, Nigeria is known for several cases of inadequacies in infrastructure provision at the federal, state and local government levels amongst which are erratic power supply; shortage of pipe borne water; scarcity of fuel; unreliable healthcare services, unstable educational system, bad road, port malfunctioning and fickle telecommunication services. Ogunsanmi (2013) averred that infrastructure deficit has prevented Nigerian's development and economic growth. Akinwale (2010) when looking at the menace of inadequate infrastructure in Nigeria explained that the situations are diverse ranging from external forces to internal crises emanating from political instability. Whilst political instability is evident as a causative factor on the one hand, the issue of finance is a significant infrastructure dearth on the other hand. In Nigeria, procuring infrastructure directly from the purse of government often truncates the delivery of infrastructure. Nubi (2003) in this wise asserted that this often led to abandoned projects, delay, and/or total neglect. These problems are discernible in Lagos state despite its status as the economic hub of the nation. Lagos state has remained the land of exploit for all and has continued to attract population drift from different part of Nigeria. It has the largest population (about 21,000,534) in the country (Lagos State Social Security Exercise, 2006).

While the available infrastructure are grossly inadequate to cater for the present societal needs, the continued drift in population and increasing opportunities in terms of economic activities within the state expound the challenges faced by the state government to meet the increasing infrastructural

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demands of all. Nowadays however, it is becoming evident in Nigeria that some state governments are collaborating with private sectors to propel the delivery of infrastructural facilities in their area of jurisdiction. It is on this premise that the Lagos State government institutionalized the Lagos State Public-Private Partnership Office.

Recently, the office has been acting as the lone facilitator for bringing infrastructural facilities into being by shifting to PPP. With the setting up of the office, the notion to appraise the efforts of the state government in harnessing the provision of infrastructure to meet the increasing need of all is necessitated. Therefore, if the provision of infrastructure is to be accelerated and sustained in Lagos State, Nigeria, it becomes needful to spotlight the infrastructure procured through PPP in shouldering the need of the state.

III. AIM & OBJECTIVES

The aim of this study is to highlight infrastructural facilities brought forth by the Lagos State government via PPP.

Specific objectives with the view to achieving the aforesaid aim are to:

1. Identify infrastructure procured by the adoption of PPP
2. Identify the private sector participant(s) that the state government partnered with for the procured infrastructure
3. Describe the potency of the procured infrastructure
4. Ascertain the PPP approach adopted for the procurement

It believed that this study will sensitize developing nations all over the world in ascertaining the PPP frameworks suitable for distinctive infrastructures. Also, for participants in the private sector who are looking forward to collaborating with the public sector in the delivery of infrastructure, the study will be a point of call whilst administering unto them probable modality(ies) to adopt as well as prerequisite necessary for successful public-private partnership. Furthermore, the study will be handy to researchers seeking information on the subject matter.

IV. CHARACTERISTICS OF INFRASTRUCTURE

The characteristics of infrastructure vary from one to another. This variation might arise from the use to which an infrastructure is put or will be put, perception of initiator and motive behind the initiation. Adebayo (2006) averred that the exact character trait will have a bearing on whether it is urban, rural or inter-urban infrastructure and operator of the facility - public or private; national, state or local government agencies. The characteristics of infrastructure are:

1. *Lump sum investment*: The provision of infrastructure is often capital intensive (Iseh, 2002; &

Akujuru, 2004). Adebayo (2006) asseverated that this possibly warrants the reasons citizens usually look up to the government for the provision.

2. *Economies of scale*: This often results into monopolies (Akujuru, 2004).
3. High level of externalities both positive and negative (Akujuru, 2004).
4. Worley Parsons (2010) agrees with the above stated characteristics but in addition submitted as follow:
5. *Longevity*: This could otherwise be referred to as duration of service or time frame of usage. Infrastructure provision must always be geared towards passing the test of time. At the point of bringing infrastructure into place, the whole process should be engineered such that undue breakdown, failure and service stoppage is avoided. For example, the well known 3rd Mainland Bridge in Lagos was opened over twenty years ago and is running till date.
6. *Interdependencies*: e.g. transport and land value. This is true because accessibility is one of the significant factors which affect land value. When a place enjoys good accessibility, there is a direct influence on land value.
7. *Multiple objectives*: Efficiency, equity and sustainability: Infrastructure has economic, social and physical implications. It is expedient for businesses to flourish, germane for social welfare and essential for sustainable development.

V. CLASSIFICATION OF INFRASTRUCTURE

Infrastructure in its major sense can be grouped as follows (Udoka, 2013):

- Energy/power: electricity, petroleum/gas pipelines
- Water: pipe borne water, irrigation facilities
- Communication: mass media, internet, phones and postal services
- Transportation: road (surface), railway system, sea port and air port
- Health: primary, secondary, and tertiary health care services
- Educational: elementary schools and higher institutions of learning

An addition to the above is institutional infrastructure which includes police station, fire station, banks, post office, amongst others.

VI. THE STATE OF INFRASTRUCTURE PROVISION IN NIGERIA: THE NEED FOR PPP

There are lots of problems rooted in various sectors of Nigerian economy each of which has a face on the overall state of infrastructural provision in the country. Iseh (2002) in his book the state of urban infrastructure in Nigeria keyed out a number of these

challenges as capital intensiveness, inadequacies in budgeting, poor maintenance culture, undue political interference, public demeanour towards infrastructure, inflation of infrastructure budgetary allocation. It is with no doubt that each of these constraints poses its own unique challenge in one way or the other. Iwayemi (2008 in Akinwale, 2010) looked at the problem endemic in the power sector and depicted the state of Nigerian power supply stating that in the last three decades, insufficient quantity, quality and access to power supply has been a recurring situation; a country with a population of about 140 million with majority living on less than US\$ 2 a day. The implication of this is that anyone who wants to use electricity all round the clock either for residential or commercial use must be adequately prepared in terms of financial buoyancy.

Regarding water supply, states all over Nigeria have their respective water corporation but the question which need to be asked is how efficacious are these corporations in the delivery of their primary objectives which is the provision of potable water supply. In Lagos for example, most people have not had the benefit of enjoying this necessity because the water do not get to where they reside.

Transportation is worrisome another case. Road transportation remains the most common form of transportation in Nigeria. Though, Lagos to some extent has an appreciable network of roads and is one of the few states in Nigeria that have functional railway line, the point is Lagos is home to really terrible and heavy traffic jams. Also, the railway service is still highly inadequate because the routes are too few and delay in departure and arrival time is endemic. The consequence of this is glaring - a short trip on road that ought to take an average of say 20 minutes can easily become a 90 minutes journey. Akinwale (2010) posited that the Nigerian roads exhibit numerous problems including faulty design, inadequate drainage system, potholes, dilapidated pavements, fallen bridges, and lack of maintenance.

Also, what is prevalent in the health sector is also in this same direction. The clinics and hospitals are under-equipped with modern health care facilities leaving citizens with no other option than to travel abroad for intensive medical care. Another pitfall embedded in the health sector is for health care workers to resort to industrial action whenever they want to express their grievances to the government. The stories are also enormous looking at waste management and telecommunication. All these doldrums have financial bearing.

Whilst investigating the optimum conditions for PPP in health, education and housing Sectors in Nigeria, Oyewobi, Ibrahim & Ibrahim (2012) and Olaniyan (2013) submitted that infrastructure deficit has trailed the development and economic growth of Nigeria for quite a while and the country needs several billions to provide

the much required infrastructure. Furthermore, finances of Federal government are still unable to cope with the infrastructure gap. On this premise, the then minister of finance/co-ordinating minister of Nigerian economy, Ms. Okonjo-Iweala (2014) when speaking on the financial requirement of the country to procure infrastructure reported that the nation would require about ~~N~~2.24 Trillion annually to finance the development of basic infrastructural facilities. She further clarified that the country's spending on infrastructure development was about ~~N~~960 Billion. Such a gap drives home the need for PPP. Adebayo (2006) affirmed that in contemporary time, it is becoming increasingly realized that the provision and management of infrastructure cannot be solely done by the government, so private sector participation is now well recognized.

In Nigeria, efforts have been directed to bring PPP to its fullest capacity. The federal government of Nigeria depicted commitment towards this by establishing the Infrastructure Concession Regulatory Commission (ICRC) as part of its reaction to bridge the deficit in infrastructure through regulation of Federal Ministries, Departments & Agencies (MDAs) in the delivery of infrastructure service. The strategic objective of the commission is to fast track investment in national infrastructure through private sector funding to assist the Federal Government and MDAs to implement and establish effective PPP procurement via the adoption of appropriate regulations. In the same view, the African Development Bank (ADB) established a resource centre in its Nigeria country office at Abuja and has since inception organized training programme on Private-Public Partnership. The country at the moment is utilizing PPP for the execution of noticeable projects like the Lekki Deep Sea Port, Lagos-Ibadan Expressway, Niger Bridge amongst others. Considering the great need for economic growth and development in the country, more collaboration between the government and private sector will be expedient.

The Lagos State government also didn't relent by institutionalizing the Lagos State Public-Private Partnership Office. This office acts as a key enabler in the state for frame working modalities geared toward the bringing into being of high quality infrastructure for the attainment of its model megacity vision. To fulfil this role effectively, the Office acts as a liaison between the private sector and Ministries, Departments & Agencies (MDAs) to ensure that the State Government enters into meaningful partnerships with private investors and developers across a range of sectors. It reports to the Office of the Executive Governor of Lagos State who is the approving authority for all PPP projects. Years ago, Nubi (2003) looked at procuring, managing and financing urban infrastructure in Nigeria and brought forward this integrated approach (PPP) submitting that a government with good vision and that is well positioned in today's market can source for funds from various

means. Adebayo (2006) reaffirmed that public-private partnerships have been seen as a means of overcoming constraints facing the public sector in discharging its obligations on the provision of a wide range of services to its citizens on an efficient, effective and sustainable basis. Kulasingam (2012) in a policy forum on developing Nigerian PPP industry also indicated that PPP is now seen as the panacea to governments not being able to finance the construction of major infrastructure. Nigeria is not solitary in utilizing PPP as part of solution to its infrastructure deficit. PPP has been embraced in developed countries such as Australia, Bulgaria, Canada, Croatia, Czech Republic, Finland, France, Germany and China. It is currently being used in developing countries such as Asia, Pakistan, Latin America, Nepal, India as well as in some Africa countries like South Africa, Egypt, Ghana, Mauritius, Morocco, Mozambique, Malawi, and Uganda (Public-Private Partnership in Infrastructure (PPIAF), 2012; & Ogunsanmi, 2013). Delmon (2010) affirmed that PPP is one of the tools in the arsenal of policymaker.

VII. THE CONCEPT OF PPP

PPP is referred to as a contractual arrangement which is formed between public and private sector partners in which the private sector is involved in the development, financing, ownership and or operation of a public facility or service (Egbewole 2011; Amr, 2008). More explicitly, Okonjo-Iwela (2014) defined PPP to be a form dynamic form of inter-sectoral co-operation adopted globally as a sustainable mechanism for financing infrastructural and other development projects. It increases the promptness of infrastructure provision by a way of a long-term collaboration between the public sector and private sector. PPP also involves some form of risk sharing between the public and the private sector for providing the infrastructure of service (Ogunsanmi, 2013). The collaboration/co-operation/relationship between the public and private sectors usually comes in form of a medium to long term contractual or legal relationship between both parties such that skills, expertise, reward and even finance is shared aimed at delivering, rejuvenating or expanding infrastructural facilities.

VIII. VARIANTS OF PPP

Various terms are used to describe variants of PPP. The nomenclature used will depend largely on the way the partnership is structured, what it intend to achieve, how it is intended to be achieved, and parties' level of involvement (public & private). In a study on the terminology of public-private partnership, Hall, Motte and Davies (2003) enumerated variants of PPP as: BOOT, BOO, BDFO, DB, LDO. In another study conducted by Delmon (2010) on understanding options for public-private partnership in infrastructure, the

following were further brought to limelight as variant of PPP: O & M Contract, DCMF, Lease, Affermage, and Concession. The study of Agboola (2011) agrees with that of Hall, Motte & Davies (2003); and Delmon (2010). Table 1 shows the variants of PPP.

- i. *Build-Own-Operate-Transfer (BOOT)*: A private developer finances, builds, owns and will operate a facility for a specific period at the expiration of which the facility returns to the government.
- ii. *Build-Own-Operate (BOO)*: Similar to a BOOT project, except that the private sector owns the infrastructure in perpetuity.
- iii. *Design-Build-Finance-Operate (DBFO)*: A private sector or supplier undertakes the design and construction of an infrastructure and thereafter maintains it for an extended period.
- iv. *Design-Build (DB)*: A private sector is responsible for designing and constructing an infrastructure.
- v. *Lease-Develop-Operate (LDO)*: A private developer is given a long-term lease to operate and expand an existing facility.
- vi. *Management or Operation and Maintenance Contract (O & M)*: A private entity provides some operation and maintenance services for a fee, usually based on delivering satisfactory services.
- vii. *Lease*: Existing assets and/or land is leased to a private entity for construction of assets to provide services to off-takers or directly to consumers.
- viii. *Affermage*: A private entity builds and/or refurbishes then operates a service usually delivered directly to consumers. The grantor finances any major capital expenditure. The private entity collects tariffs directly from consumers.
- ix. *Concession*: A private entity finances, builds and operates a service usually delivered directly to consumers. Divestiture is where the assets are sold to a private entity, which provides services directly to consumers.

PPP arrangement differs from one to another. The type, capacity, magnitude or scale of the project or even the infrastructure to be delivered will orient the intricacies of the arrangement proper. It is in this light that Delmon (2010) opined that there is no universal norm as to the most appropriate approach to PPP. Analysis needs to be made on country, sector and project basis.

IX. PREREQUISITES OF A SUCCESSFUL PPP

Timeliness and successfulness are two important considerations which shouldn't be jeopardized in the course of adopting any of the PPP variants for project procurement. The prerequisites for a successful PPP:

- a. *Political commitment*: The decision to adopt PPP must firstly be political. The government then considers the social implications of PPP and then decide whether there is adequate political will to

drive its implementation (Nubi, 2003; Yong, 2007; & Delmon, 2010) opined that infrastructure is antithetical to social pursuits and variation and thus will emanate from the structure politic which allocates resources for its supply and maintenance.

- b. *Enabling legislation:* Institutional, legal and regulatory framework need to be given utmost consideration also. It should be decided whether changes need to be made to the institutional, legal and regulatory climate in order to ensure that PPP is fully footed (Nubi, 2003).
- c. *Expertise:* Capacity building in both public and private sectors is highly essential. Both parties must determine the extent to which they have the needed skills and resources to prompt the partnership (Yong, 2007; and Delmon, 2010).
- d. *Focus to improve success rates:* Okonjo-Iweala (2014) reiterates the need for a country to improve the PPP model to suit the country's peculiar needs by stating that the initiative must deliver clear benefits without leaving the people with difficult problems.
- e. *Deal flow and standardization (regularity of deals based on standard contracts):* Okonjo-Iweala (2014) emphasized that there is a tendency of making legal requirements too complicated by loading every risk on government to the benefit of investors who walk away with rewards at virtually no risk. While the government will bear the greatest brunt, the risks should be shared by both parties to make the project fair and sustainable. In addition, the rate of return expectation of investors, she stated, tends to be too high (often as high as 30 per cent) showing unsustainably high costs of PPP projects.
- f. *Time consideration:* One of the dominant factors which usually serve as a stumbling block to any project delivery is the issue of time. Okonjo-Iweala (2014) noted that studies have shown that it takes a minimum of seven years to complete a PPP project in Africa on the average. Looking at the four years tenure system of governance in Nigeria, seven years to deliver a project, which they have promised the people, is not very appealing. This without doubt is likely to be the reason new public office holders set aside uncompleted projects inherited from their predecessors in Nigeria. Therefore, difference in time horizon between policy makers and technical partners needs to be streamlined towards ensuring faster delivery of projects.
- g. *Monitoring:* With regard to the political, health and safety sensitivities induced by infrastructure provision, there is the need for the public sector to carefully monitor the overall operation of the project. For example, this may involve regularizing the level of tariffs to be borne by customers, the performance of the project company's operations, as well as the

standard of services to be delivered for public consumption.

In all, there is no short cut to successful project delivery; it's either a success or the opposite. These prerequisites are instrumental as they prior conditions needed for result oriented PPP. In other words, they are indispensable.

X. INITIATIVES TO ENHANCE PPP

In order to actually foster and leverage on private sector involvement in infrastructure procurement, there is the need for encouragement. A stringent and hostile approach on the path of the government might render the whole arrangement lifeless right from the onset. Worley Parsons (2010) brought the following as initiatives to enhance private sector participation:

- Reduce bid costs and complexity
- Develop long term project pipeline & clear outcomes
- Increase certainty regarding project execution and timetable
- Open government project pipeline to alternative private sector bids
- Create and open government asset registers and accounts to private sector bids.

XI. METHODOLOGY

This study is a descriptive research. The focus of the study is on Lagos State situated in the South western geopolitical zone of Nigeria. Lagos State is one of Nigeria's 36 states and the economic base of the country. It has remained the heart of commercial and industrial activities and over the years has been absorbing population drift from different part of the country. In Nigeria, Lagos State has the largest population. Using a qualitative method, information on PPP infrastructures were collected from the Lagos State Public-Private Partnership Office through interview conducted with the top official of the PPP office. In order to verify the authenticity of the information gathered, physical observation was conducted on the whole projects. Information obtained about infrastructure is in three categories. The first category is on Projects in operation; secondly -projects in operation/construction; and thirdly - projects in acquisition/pipeline. Secondary data was also sourced from relevant literature.

XII. FINDINGS: PPP FOR INFRASTRUCTURE PROCUREMENT: THE STATE OF AFFAIRS IN LAGOS STATE

Presented in Tables 1, 2 and 3 respectively are Projects in operation; Projects in operation/construction; and Projects in acquisition/pipeline. From left to right of Tables 1, 2 and 3 are the respective Nomenclature of the projects; Parties involved in partnership; Project

potency (describes the capacity of each of the projects in meeting the need for which it is procured. This is validated with physical observation); Progress update; and PPP approach respectively.

Projects in Operation

These are the projects which have been successfully delivered, thus in functional use

Table 1 : PROJECTS IN OPERATION

	PROJECT	PARTIES	PROJECT DESCRIPTION/POTENCY	PROGRESS UPDATE	PPP APPROACH
a.	Lekki-Ikoyi Link Bridge	1. Lagos State Government (LASG) 2. Lagos Tolling Company (LTC)	The project is an operation & maintenance concession of Electronic Tolling System of the 1.358km Lekki-Ikoyi Bridge. <i>Potency:</i> The project has decongested traffic in Eti-Osa, Lekki, Ikoyi and its environs.	The Bridge was opened to traffic on 1 st June, 2013.	Concession
b.	Island Power (9.7MW)	1. Lagos State Government (LASG) 2. Island Power Limited (A part of Negril Group)	The project is the development of a 9.7MW Independent Power Plant between the LASG and Negril Group. <i>Potency:</i> The project has been providing uninterrupted power supply to some public facilities on Lagos Island.	Concession Effective Date: November 2009 Concession Expiry Date: October 2019.	Build, Own, Operate (BOO)
c.	Alausa Power (10.4MW)	1. Lagos State Government (LASG) 2. Alausa Power Limited	Alausa Power delivers 91,104,000 Kilowatt Hours (kWh) of power to LASG. <i>Potency:</i> The project has been providing uninterrupted power supply to Lagos State Secretariat, Ikeja and other public facilities.	Commercial Operations Date: 13 June 2012 Expiry Date: 12 June 2022.	Design, Develop, Finance, Construct, Operate, Maintain & Transfer (DDFCOMT)
d.	Mainland Power (10.4MW)	1. Lagos State Government (LASG) 2. Mainland Power Limited (Set up by CET Power Limited)	The project is a partnership between LASG and Mainland Power to construct an 8.8 MW Independent Power Plant (IPP). <i>Potency:</i> The project has been providing regular power supply to LASG public infrastructure in the Old Secretariat/Ikeja GRA as well as public street lights on the Mainland Lagos.	Commercial Operations Date: 29 October 2014 Expiry Date: 28 October 2024.	Build, Own, Operate, Transfer (BOOT)
e.	CG-EKO Ventures LLP	1. Lagos State Government (LASG) 2. Coscharis Motors Ltd	This project is the renovation and upgrade of the Eko Engineering facility. <i>Potency:</i> The project is a top-quality automobile centre, integrated sales/after-sales maintenance workshop, a driving school and an auto-mechanical skills-acquisition centre.	Project was officially inaugurated on July 17th 2012.	Joint Venture
f.	Akute Power Project (12.15MW)	1. Akute Power Limited (SPV set up by Oando Gas and Power Plc) 2. Lagos State	LWC in collaboration with Akute Power Limited constructed a captive Independent Power Plant (IPP) to generate 12.15 MW.	Commercial Operations Date: February, 2010 Expiry Date: January, 2020.	Build, Own, Transfer (BOT)

		Government (LASG) represented by Lagos Water Corporation (LWC)	<i>Potency:</i> The project supplies uninterrupted electricity to power the LWC facilities at Iju and Adiyin Water works.		
g.	Lagos State Bus Rapid Transit scheme (BRT)	Lagos State Government and Lag Bus	The Lagos State Bus Rapid Transit is the first of its kind in sub-Saharan Africa conveying over 200,000 passengers daily. <i>Potency:</i> The introduction of the scheme has reduced travel time from 78 to 50 mins (Mile 12 to Tafawa Balewa Square).	Commercial Operations started March, 17, 2008.	Public/Private Sector Operated
h.	Health Initiatives Private Sector Operated Health Facilities	1. Bola Tinubu (BT) Health and Diagnostic Centre 2. Bola Tinubu (BT) Pediatrics Complex 3. Mortuary Services at Lagos State University Teaching Hospital (LASUTH) 4. Mortuary Services in Isolo and Lagos Island are in advanced stages of procurement and delivery. <i>Potency:</i> The facilities have been providing qualitative health care service to the masses.			Private Sector Operated
i.	Gbagada Renal & Cardiac Centre	1. Renescorp LLP (SPV) 2. Lagos State Government (LASG)	The project is an operations and maintenance concession with Messrs RENESCOP LLP. The 39-bed centre is host to a 64 slice CT scanner, 24 dialysis stations (with beds) and other advanced medical equipment. It provides in and out healthcare services to the public. <i>Potency:</i> The project has brought in place first World expertise, and provides first-class end-stage renal disease and cardiology healthcare to patients.	-	Concession

Projects in Operation/Construction

Projects in operation/construction are the ones which are presently operative but are still subject of one form of a construction work or the other.

Table 2 : PROJECTS IN OPERATION/CONSTRUCTION

	PROJECT	PARTIES	POTENCY - PROJECT DESCRIPTION	PROJECT UPDATE	PPP APPROACH
a.	Lagos Infrastructure Project (LIP) Concession	1. Lekki Concession Company Ltd (LCC) 2. Lagos State Government (LASG) 3. Office of Public-Private Partnerships (PPP)	The Lagos Infrastructure Project (LIP) is a 30-year concession to design, construct, finance and operate the Concession Area <i>Potency:</i> Eliminate the severe traffic gridlock along the Lekki-Epe expressway corridor.	Concession Effective Date: November, 2008 Concession Expiry Date: November, 2038	Concession
b.	Mortuary Services – Isolo General Hospital	1. Farewell Funeral Homes Limited (FFHL) 2. Lagos State Government (LASG) represented by the	The Isolo mortuary project is a 10-year Design, Build, Operate and Transfer (DBOT) PPP concession <i>Potency:</i> The infrastructure has improved mortuary	Commercial Operations Date: 16th November, 2011 Concession Expiry Date: 17th October,	Design, Build, Operate & Transfer (DBOT)

		Lagos State Ministry of Health	services of Isolo General Hospital, Lagos.	2021	
c.	Co-operative Home Ownership Incentive Scheme (CHOIS)	1. Lagos State Government (LASG) represented by the Lagos State Ministry of Housing 2. First World Community Limited	The project is a joint venture agreement with the private sector for the delivery of 10,000 affordable housing units within 3 senatorial districts of the state (namely Ikorodu, Badagry and Lekki-Epe axis).	Concession Agreement executed in July 2008 Construction works in progress at two locations- Abijo GRA & Agbowo to deliver about 500 units	Joint Venture/ Limited Partnership

Projects in Acquisition

Projects in acquisition on the other hand are projects whose procurement modalities have been recently consummated, and will therefore commence operation as soon as the construction of the projects is successfully done

Table 3: PROJECTS IN ACQUISITION

	PROJECT	PARTIES	POTENCY - PROJECT DESCRIPTION	PROJECT UPDATE	PPP STRUCTURE
a.	Lagos Urban Rail Mass Transit (LRMT) Responsible MDA: Lagos Metropolitan Area Transport Authority (LAMATA)	Lagos State Government is to design and build both the Blue and Red line infrastructure, while the concessionaire is expected to operate and maintain the service, including provision of the rolling stock.	Lagos Urban Rail Mass Transit (LRMT) is a network of intra-city rail lines. For this project, The Red line is a 32 kilometre rail line from Alagbado to Marina with a spur to the domestic and international wings of the airport in Ikeja, whilst the Blue Line is a 27 kilometre rail line from Okokomaiko to Marina, Lagos	The designs concept of both rail networks has been completed. Blue Line- Design and Build Phase: (7.2KM from National Theatre to Mile 2) contract awarded to CCECC and construction fast progressing.	Concession
b.	Odomola Water Plant Responsible MDA: Lagos Water Corporation (LWC)	Lagos State Government (LASG)	The project is The development of a 210 MGD water Supply Scheme in Multi-phases starting with a 25 MGD conventional Water Treatment Plant (WTP).	Four eligible parties qualified out of eleven interested parties. Procurement modalities has been concluded	Concession



Fig. 1 : Lekki-Ikoyi Link Bridge

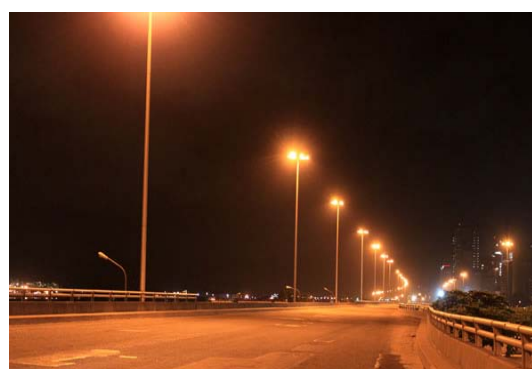


Fig. 2 : Island Power– Outer Marina, Lagos Island



Fig. 3 : Mainland Power- Oshodi



Fig. 4 : Lagos State Bus Rapid Transit scheme



Fig. 5 : Lagos Infrastructure Project Concession

XIII. CONCLUSION AND RECOMMENDATION

Government in Nigeria over the years have been confronted with finance challenges. The government have the will to better the lots of the masses regarding the provision of infrastructure but finance is a stumbling block to this. This limitation in fund has led to

abandoned, delayed, and sometimes total neglect of projects. Nubi (2003) posited that a vibrant government with good vision can secure funding from various sources. Amongst these numerous sources, a trendy way to procure infrastructure is through PPP.



Fig. 6 : Lagos Urban Rail Mass Transit (LRMT)

In this direction, the Lagos State government of Nigeria institutionalized the Lagos State Public-Private Partnership Office which is saddled with the

responsibility of structuring, evaluating and monitoring of all PPP arrangements regarding infrastructure procurement within the state.

The dividends from the partnership are becoming more and more evident as infrastructure like Lekki-Ikoyi Link Bridge, Island Power, Alausa Power, Mainland Power, CG-EKO Ventures LLP, Akute Power Project, Lagos State Bus Rapid Transit scheme (BRT), Gbagada Renal & Cardiac Centre, Bola Tinubu (BT) Health and Diagnostic Centre, Co-operative Home Ownership Incentive Scheme (CHOIS) to mention but a few have been brought forth. Today, it is no gainsaying that the projects which have been procured have led to the betterment of the society. However, there are still lots to be done in the aspect of legal, regulatory and administrative frameworks of PPP for sustainability.

It is recommended that the Office of Public Private Partnership, Lagos State, Nigeria should not relent in developing modalities geared toward encouraging more private investors to partner with the government to continually propel the delivery of infrastructural facilities for the increasing population of the state. By so doing, the state will remain the Centre of Excellence, just as the slogan of the state suggests. Also, for other states in Nigeria yet to take the bull by the horn regarding the procurement of infrastructure through PPP, it is commended that they emulate what the Lagos State Government has done by setting up a dedicated PPP parastatal for prompting infrastructure provisions in their states. Furthermore, developing countries all over the world, that are yet to tap into the potentials of PPP should take the bold step of embracing it.

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GLOBAL JOURNAL OF MANAGEMENT AND BUSINESS RESEARCH: F
REAL ESTATE, EVENT & TOURISM MANAGEMENT
Volume 15 Issue 2 Version 1.0 Year 2015
Type: Double Blind Peer Reviewed International Research Journal
Publisher: Global Journals Inc. (USA)
Online ISSN: 2249-4588 & Print ISSN: 0975-5853

Investment in Tourism, Transportation and National Development (Case Study of Ibadan Metropolis)

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Introduction- Investment in tourism and transportation in Nigeria is an investment in the country's future. This is so because the effectiveness and productivity of economic activities both at the Urban and rural areas depend on how people are able to move in pursuit of these activities. No Nation can be said to be developing in the absence of adequate prosperity development and investment in the economy, be it in the area of crude petroleum and gas production, agriculture, building and construction, tourism, transportation utilities and real estate and business services.

GJMBR - F Classification : JEL Code : L83, L91



Strictly as per the compliance and regulations of:



Investment in Tourism, Transportation and National Development (Case Study of Ibadan Metropolis)

Adewusi Adedapo Omotholar

CHAPTER ONE

I. INTRODUCTION

Investment in tourism and transportation in Nigeria is an investment in the country's future. This is so because the effectiveness and productivity of economic activities both at the Urban and rural areas depend on how people are able to move in pursuit of these activities. No Nation can be said to be developing in the absence of adequate prosperity development and investment in the economy, be it in the area of crude petroleum and gas production, agriculture, building and construction, tourism, transportation utilities and real estate and business services.

II. BACKGROUND TO STUDY

Investment in Tourism, Transportation and National Development in a depressed economy is seen as a timely and tropical issue in as much as the economy of the nation is concerned. The effectiveness and productivity of economic activities both in Urban and rural areas depends on how people are able to move in pursuit of daily endeavor, leisure, pleasure and relaxation.

Transportation is therefore a source of national development. For the purpose of comprehensive explanation, the tourism and transportation can be regarded as a source of secured revenue for the national development if well annexed. No Nation can have balance development in the absence of adequate provision of infrastructural facilities for tourism and transportation in peri persu with other forms of investments in the economy, be it in crude petroleum and gas production, agriculture, building and construction public utilities, real estates and business serves. This study will show the benefits that the nation will derive if the country invests in tourism and transportation, and this will promote National Development.

III. STATEMENT OF PROBLEM OF STUDY

The tourist and transportation are media which can enhance quick national development to this country

in particular the whole world in general. Nowadays many countries of the world are not investing much in these sectors because they see them as sectors not giving immediate returns to the economy. Also, individuals and companies do run away from such investments because they believe they have longer gestation period.

This study will assist the individuals and various state governments to see the profitability of investing in tourism and transportation sectors. The impacts of the Estate surveyors and valuers are not well understood in these sectors.

The huge investments in tourism and transportation in this country over the years has not yielded the desired result, coupled with this little or no research work was conducted as to improve the existing facilities on tourism and transportation. And it is a known fact the research is the foundation for sustainable development.

Finally, if the findings of the research work are implemented, it will improve the qualities of existing facilities thereby promotes National development.

IV. THE SCOPE OF STUDY

The work of individual/government to see that there is profitability in the investment of tourism, transportation and National Development has not been subjective at all therefore, this work shall focus on the problems faced by individuals and government in the area of investing in tourism and transportation and solution to the problems, and whether there are prospects and possibility of finding solution that can revitalize the country from the present situation. Also to show the places where we have tourist centers and transportation companies within and around the country and it may be either public or private operators.

V. AIMS AND OBJECTIVES

- To examine what is meant by tourism, transportation.
- To examine what constitutes National Development.
- To examine the land factor, in Tourism and Transportation.
- To examine tourism attractions/centers in Nigeria and Africa.

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- E. To examine the issues in National Development.
- F. To examine the contribution/Roles of tourism
- G. To examine the impact of Estate surveyor and valuer in tourism and transportation management.
- H. To analyses the benefit derived from investment in tourism and transportation.

VI. RESEARCH QUESTIONS

1. What are the problems inhibiting tourism and transportation Development in Nigeria?
2. What are the contributions/Roles of tourism, transportation in the sustainability of Developing economy?
3. What are the strategies needed to achieve and desire tourism and transportation Development in Nigeria?
4. What are the services rendered by the Estate surveyors and valuers in the tourism and transportation Development?
5. What are the places of tourism and transportation in Nigeria Development?
6. What place does land hold in tourism and transportation?

VII. METHODOLOGY

a) Type of Data and Sources

The basic type of data used in the process of preparing this study is basically primary and secondary data.

The data used in the study are multi-vibrate and not restricted. It is diversified to enhance thorough and

effective research work. A combination of data is employed which is classified as primary and secondary data.

Primary data is collected by personal interview and questionnaire distributed on cluster samples within the study field (tourist centers and transportation companies) to the tourist and commuters. The use of primary data enables the collection of the exact detail information needed for this study. Time was to avoid, as much as possible the misunderstanding and ambiguites of the interview that was conducted was greatly favoured because it permits wider coverage of the population under study and enable the respondents to give candid expression of their opinion.

Secondary Data consist of existing data collected by someone else such data include existing literature, information and data collected from Federal office of statistics, National population commission, and other related source. The study also rely data because some of them are expensive to collect and there is no tome to collect them as primary data.

VIII. POPULATION, SAMPLE SIZE AND SAMPLING PROCEDURE

a) Population and Sampling Method

The population under study is the population of the five local government within the Ibadan metropolis comprising of 1,624,442 inhabitants. The breakdown of the population per local government is stated here under.

Table 1 : Population of Study Area

S/NO		INHABITANTS
1.	Ibadan North	456587
2.	Ibadan South West	357842
3.	Ibadan North East	265487
4.	Ibadan South East	298745
5.	Ibadan North West	245781

Source: National Population Commission 2001

All secondary data were collected personally from the various sources such as National population commission. Federal office of statistics and other

related sources. These five local governments were grouped into 3 according to their closeness

Table 2 : Sampling of the Popualtion Under Study

GROUP A	Ibadan South West Local Government. Ibadan South East Local Government.
GROUP B	Ibadan North East Local Government Ibadan North West Local Government
GROUP C	Ibadan North Local Government.

Source: Research Survey.

Samples on tourist and commuter were taken from each group while samples on tourist centers and

transportation companies were taken from different locations.

IX. ADMINISTRATION OF INSTRUMENT

Two types of questionnaires were designed one for tourist and transportation consumers and the other for tourist and transportation. Companies operators, two enumerators were employed to distribute and collect the questionnaires. The enumerators were personally supervised. Personal contacts were added with some executive officers of the tourist centers and transportation companies to facilitate easy access to information.

a) *Method of Data Analysis*

In the compilation of these data, simple tables were used to validate the result. The use of the chi-square makes it possible to know the level of significant between the observed frequency and the expected frequencies. Presently, it is expected that all the sectors are not performing up to expectation in the National Development.

b) *Limitation to the Study*

i. *Finance and Material Problem*

This affected the study in going up and down, traveling here and there for the purpose of data collection, typing and binding of this project. This is one of the reason while this study is limited to Ibadan city.

ii. *Time*

Time is one of the factors that tells much on a study. And time has not been on my side during the time of making this research cause. It does not permit me to go much into places round the country to collect data. This limit the write up within Ibadan city.

iii. *Physical*

This is the attitude of people in the area of information collection. Some centers and companies refusal-enumerator entrance into the tourist center and companies due to lack of appropriate letter from institutions and identity card.

c) *Contribution of the Study to Estate Management Profession*

Looking critically into this topic, it contributes in many ways to the estate management profession in the under listed ways.

1. Valuation and revaluation of landed properties assets of tourism and transportation outfits for various purpose as the need arises.
2. Project management: Project manage the construction from site assemblage through to completion state from suite assemblage through to completion state.
3. Advice on materials/equipment-generators, air conditioning lists.
4. Land Acquisition for tourism and transportation projects.
5. Advice on highest and best economic use of lane through conservation, packaging and financing and advice on change of use.

6. Management of transport infrastructure such as seaports, Airports and highway as practiced in some developed countries.
7. Marketing of developed tourist resorts and provision of accommodation facilities.
8. Tourist product management.
9. Other management services such as record and inventory, day to day maintenance (Repair, cleaning security e.t.c); fire fighting, insurance rating control of lodges in tourist facilities.
10. Feasibility studies of tourist and transportation project sites.

d) *Definition of Terms*

i. *Tourism*

Tourism maybe regarded as the practice of traveling for pleasure for a transient period not undertaken for business. Places are visited for their object of interest, history, culture or scenery. Also tourism is the temporary short term movement of people to destinations outside where they normally live and activities during their stay at their destinations as leisure and recreation can be regarded as twin sisters to tourism.

ii. *Transportation*

This is the basic facility for human existence and it is as old as human history. In the course of man's struggle fro survival he had learnt to develop various forms of transportation for his welfare, comfort and efficient performance of his activities in different parts of the world. Transportation can be defined as the means of moving goods, people, animals, services and ideas from the point of origin to another (destination) either by rail, road, water, air, pipes or telecommunication.

iii. *National Development*

This is the overall growth, expansion or progress recorded in the economy that affects the whole nation. It is measured by the increase in the cross domestic product (GDP).

iv. *Investment*

This is an economic or social phenomenon through which an individual, entrepreneur or group of persons or authority commits him or her capital resources to a developmental project with anticipation of getting some returns above the original capital invested as well as above the returns from outer available forms of investment. Also, it may be inform of utilization of indirect process in order to achieve higher output than would be possible by direct process.

v. *Land*

The term "LAND" suggests different things to different things to different people, depending upon their outlook and their interests at that moment. In its most widely accepted term, land refers to the social portion of the earth's surface, however, it may also apply into a

nation, a people, or a political division of the earth surface. Generally people often refer land to the ground soil, or earth as something on which they can walk, build house plant a garden or grow a crop. These commonly accepted meaning of land cannot be confused with more technical concepts used by estate surveyors or lawyer. Section two of the property and conveyance law of Western Nigeria (Now Oyo, Ondo, Ogun, Osun and Ekiti State) 1959 which is till in use defines land. Thus "Land includes land of any tenure, building or parts of buildings (whether the division in horizontal, vertical or made in any other way and other corporal hereditaments and easements, right privilege or benefit in over or derived from land.

e) *Estate Surveyor And Valuer*

Surveyor and valuer is a person recognized as associate member of the Nigerian institute of Estate surveyors and valuers (NIESV) and registered by the council of The Estate Surveyor and Valuers A trained professional in the multi-disciplinary profession Land-expert, who perform a coordinating function and act as an important co-efficient- in the development process. He helps in acquiring suitable sites for development, prepares the initial feasibility) viability report, project manager, handles letting/sales of finished projects. The Estate surveyor and valuer is involved at all stages of the development process. He is the person who helps the developer during the construction stage and completion. He is the one left behind to let or dispose if the property or even take responsibility for us effective management until the property is due for re-development.

CHAPTER TWO

I. LITERATURE REVIEW

a) *What Constitutes National Development*

National development embraces all the activity sectors of the nation's economy ranging from Agriculture, crude petroleum and Gas, to repair services whose performance is measured by Gross Domestic product (see table 3 in Appendix A). This measures the total domestic and foreign value added created residents of a country, while the Gross National Product (GNP) per capital is the value for every individual in the country.

In terms of growth, there are indications that although total real GDP performed reasonably well in Nigeria since 1985, as shown in Table 5, this is unlikely to improve well-being of the average Nigerian especially the wage earners. Index D evidence at the macro level suggests that the average Nigerian wage earner became severely in pauperized in 1996. According to empirical evidence, by the 1996 United Nations Human Resources index, Nigeria ranked 137th out of 173

countries with Cote D'Ivoire, Zambia, Ghana and Kenya ahead of her in 1995.

In any case, the domestic factors that may likely affect growth and development in the economy have been identified as.

- Realistic exchange rate.
- Balanced budget and small ratio of government contribution to GDP.
- Open trade policy as opposed to inward oriented, import substitution strategy and tariff regimes
- Political stability and good governance.
- Development of human capital/resources countries with skilled people grow faster.
- (Domestic resource. Mobilization-the benefits are enormous

In all, national development or economic growth is recorded when a nation's economy experiences increase in the GDP in the Economy. But this does not necessarily reflect in the welfare of the people especially where there is increased in the incidence of poverty as with in Nigeria between 1980 and 1996 (see Table 6 and 7)

i. *The Place Of Tourism And Transportation In World Development*

The global history of tourism development on a commercial basis can be traced to the invention of money as a medium of exchange in the middle ages and the development of modern modes of transportation which gave impetus to trade and travels Environmental Analysts, Tourism professional and Economist all over the world have recognized tourism as dependable foreign exchange earner and the world's largest jobs generator.

Economically, development and growth are dependent on a favorable balance of payment and trade; and tourism, a foreign exchange spinner, in an economic phenomenon in this respect. In Cairo, Egypt presence of large number of tourists annually made the government to upgrade the Cairo airport to international standards in the 1960s; and since then Cairo and Alexandria became cynosures of Tourism Organization show that Africa as a whole receives just two percent of all arrivals worldwide. This indicates that there should be a pan-African Campaign to significantly increase the figures with corresponding rise in foreign exchange earnings of development.

'No escape from transportation' is a valid transport fact from a study of economic history. This illustrates the crucial roles of transport in the sustenance and expansion of the ancient civilizations, in the circumnavigation of the globe and conquest of the world as well as in social, economic, political and military sphere of human life are too well-known to require detailed thesis within the time allocated for this study. In short the exploration and subsequent 'effective occupation' of the European Colonists in Africa, Asia

and Americans were largely dependent on the development of water and land transportation, while rail transport boosted the industrial Revolution in Great Britain (1750 - 1850).

Lord Lugard in 1922 asserted that 'the development of Africa can be summed up in one word - 'transport'. Also in 1962 the Stanford Research Institute of Canada commissioned to study the transportation system in Nigeria declared that the economic development of Nigeria is largely the story of opening of its vast area by various forms of transportation resulting in the economic growth which in turn, stimulated the demand for transportation (S. R. I. Report, 1961).

History has it that the transformation of Chile's transportation sector was one of the moves that accelerated its becoming an exporter of grapes and other fruit to all parts of the world. The Chilean Government changed the regulation and allowed the private sector to operate the electricity were even liberalized before Great Britain. Again, it is a known fact the spread of production trade and ideas are all dependent upon movement either by rail, road, water, telecommunication or pipes/tunnels. Its contributions to the cross domestic product. (see table 4)

Finally it is said that transportation is the engine for positive development all over the world; while tourism would be a booming business if advantage is taken of transportation and communication facilities.

ii. *Land Factor In Tourism And Transportation*

Land provides space and tenure for all human activities including tourism and transportation. For the purpose of this study land may be broadly defined as encompassing physical resources of land-reforms of various types, water bodies, climate, forests, wilderness and man-made landed properties of all factors of production required to meet the rising demand for tourism and transportation, there is no doubt that land is the most crucial without land, other factors of production (Labour, capital and Entrepreneurship) cannot be made to produce adequate facilities for tourism and transportation.

By their nature, tourist centers cum facilities including every form of leisure or recreation require extensive land areas. For example, the zoological gardens and wild life game. Reserves are major land consuming activities and they are in competition with other urban industrial and agricultural projects which have relatively high short term returns. The pressure of tourism on land in the urban areas and the countryside piles up considerably whenever fast means of transportation is introduced and put in use. This is the mobility factor in tourism. Nigeria as a country bestowed by nature, land features that will make physical infrastructure for tourism possible. A few examples are various types of landforms including waterfalls, coastal formations and water bodies, long

sandy beaches network of Lagoons and creeks, extensive forest resources

On the other hand, transportation is similarly in the world and so the available land must be planned for its effective dimension of 923,768 square kilometers, fairly well-watered, wholly in the tropic and of moderate relief. Within this dimension, the Nigerian airspace, coast line and rivers are contained and all transportation system will have to operate within this limited space. Recognizing that every form of movement needs a portion of land space to effect the actual movement set-off and return, planners of the transportation system of any nation cannot safely neglect the planning of land on which the system will depend. Land supply in its physical quality and quantity can constitute a key element and bottleneck in the planning, development and effective utilization of the transportation system in Nigeria. Yet land input aspect of transportation has been grossly neglected. Due to the neglect, dearth of data is encountered and this has led to frustration in executing some major transportation projects (Gandonu 1981).

On the whole, flourishing tourism and sustainable transportation system thrive on land - a crucial factor of production. And as such, our interest should be to have a balanced allocation of Nigeria's land resources to satisfy our tourism and transportation requirements without running into conflicts with other uses for the limited land. As the Nigerian land area is finite and population is exploding, we should be guided with the advice given to America when it was a nation of 25 million people by the Scottish essayist and the author of "The French Revolution" (1837), Thomas Carlyle (1795-1881)- "(you won't have any trouble in your country as long as you have few people and much land, but when you have many people and little land, your trials will begin)" So we should not wait for the trials before we realize the importance of planning our land.

b) *The Land Use Act*

In his broadcast to the nation on the 29th June, 1976, the Head of State and the Chairman of the supreme Military Council (SMC), General Olusegun Obasanjo (as he was then) enlightened the nation on the deliberations of the SMC regarding "Some basic and economic problems facing us". Among those problems highlighted were rent control and housing problem. Land Reform Commission was consequently set-up to examine the land tenure systems in the country and recommend steps to streamline them and facilitate the acquisition of land for the construction of housing. The commission's report gave birth to the land use Decree (No.6) of 1978 (now Act) which came into force on 29th March, 1978.

By virtue of section 274(5)(d) of the constitution of the Federal Republic of Nigeria, 1979 and amended, the land use Act has been entrenched into the constitution. And as such, it cannot ordinarily be

amended or repealed, but in accordance with the provisions of section 9(2) of the constitution. Experts in the Landed profession felt that the action of the SMC is too radical to incorporate nationalization of land into the constitution of a country that operates capitalism. The NIESV position on this issue is that the Act should be expunged from the constitution to enable it be amended to meet the political, economic and social changes in the country. This had been made known to the past and current governments. It is an open secret and a common place for any person or corporate body that obtains land from the Governments to pay for the land twice. First to the original/former owners and/or the "*Omo oniles*" and thereafter the allocation fees to the Government. It is a must that they are settled before the allottee can take the physical possession of land. Yet, the Government closes its eyes to this false impression that all is well with the Act.

With the impediments of conflict of claims, operational machinery, definition of developed land and lack of manpower to foster speedy processing of applications, and the currency of the Federal governments policy on privatization and commercialisation of government parastatals and companies.

c) *Land Acquisition*

Land acquisition for whatever purpose, be it for tourism, transportation, agriculture, health or education, costs time and money. In any case, the public is usually receptive to transportation projects because they are seen as physical development avenues. A road is recognized everywhere as an important means of opening up or developing rural areas. Egerton as far back as in 1905 recognized the civilizing influence of roads when he said "Give me roads-good, broad and straight right through the jungle from one tribal area to the next- then we will be able to let in the light". However, land should not be taken with intent to deprive or punish the legitimate holders. At all times, there must be a clean motive in the location or routing of transportation projects. Delays in compensatory claimant should be avoided. Otherwise individuals or communities may restrict future investors especially now that issue of reparations for the past years of cheating and neglect of communities are being echoed. The Niger Delta experience is fresh in our memories. Even every rural dweller and communities want to benefit from whatever resources that are available within their locality. For example, the Ife-Ibadan Road Dualization project started years back and enumeration exercises were carried out up till now, no compensation has been fully paid to the claimants whose properties/crops were affected.

Land matter may remain sensitive issue in Nigeria affairs, and as much government should give same urgent attention, at all times.

d) *Tourist Attractions/Centres*

Nigeria is abundantly blessed with a lot of sunshine, wide range of flora and fauna diverse multi-racial culture, which offers tourist delight of a tropical holiday. Nigeria's attractions are varied, plentiful and evenly spread throughout the length and breath of all the local governments areas in the 36 states and Abuja. Few examples of the attraction/Centres are given below, kind by kind:

- i. *National Parks/Game Reserves.*
 - a) Agodi Garden Ibadan.
 - b) Yankari National Park/Game Reserve
 - c) Gashaka/Gunti National Park
 - d) Cross River/Gunti National Park
 - e) Kanji Lake National Park
 - f) Falgore Game Reserve.
- ii. *Rocks, Plateaus/Hills Mountains and Cave*
 - a) Olumo Rock in Abeokuta in Ogun State.
 - b) Zuma Rock in Abuja.
 - c) Idanre Hills in Ondo State.
 - d) Aso Rock in Abuja.
- iii. *Warm Springs/Water Falls and Lakes.*
 - a) Ikogosi /warm /spring
 - b) Erin-Ijesha Water falls, Osun State
 - c) Guarara/Bussa Falls, Bono State.
 - d) Kura Falls, Cross River State
 - e) Nike Lake Resort, Enugu State
- iv. *Beaches*
 - a) Tarkwa Bay
 - b) The Badagry Beach, Lagos State
 - c) The Lekki Beach, Lagos State
- v. *Museums*
 - a) National Museum, Ibadan
 - b) National Museum, Benin
 - c) National Museum Onikan, Lagos
 - d) National War Museum , Ebite Amafa Umuahia
 - e) Oil Museum at Oloibiri, River State, Where First Crude Oil was struck in 1956.
 - f) Kaduna National Museum.
- vi. *Monuments*
 - a) The tomb of Nigeria first prime minister, Alhaji Abubakar Tafawa Balewa, Bauchi.
 - b) The 19th Century Mosques in Bauchi.
 - c) Slave trade Chain at Badagry.
 - d) Slave trade transit shed at Brass.
 - e) Gobarau Minaret, a great land mark in Katsina. Built over 300 years ago and of sun baked day and mud by the ancient craftsmen around 1780.
 - f) Mary Slessor Memorial Tomb, Calabar.
- i. *Shrines*
 - a) The long juju of Arochukwu, Abia State.
 - b) Inikpi Shrine, Idah, Kogi State.
- viii. *Festivals/Carnivals*
 - a) Argungu Fishing festival, Argungu, Kebbi State.
 - b) Osun Festival, Osogbo, Osun State.

- c) Igue Festival, Benin City.
- d) Durbar Celebration in most major cities of Northern Nigeria.
- e) "Mmanwu" Festival/Carnival of the Igbo people still with ancient philosophy legion of masquerade (big and small) are involved.
- f) NAFEST- The National Festivals of Arts and Culture, a yearly event (in December) rotated around Nigeria's major regional capitals.
- ix. *Tourist Resort Centres*
 - a) Yemoji Tourist center Ijebu-Ode -Epe road.
 - b) Kano State Tourism Camp
 - c) Mambilla Tourist Centre Adamawa
 - d) Whistling palms Resort center Badagry
 - e) Ebute-Oni Tourist Centre- it offer coastline scenery for tourists who prefer relaxing beach-oriented holidays in a quiet non-urban atmosphere.

e) *Transportation System And Components As An Exposition To The Relationship Between Them And National Development*

As mentioned earlier, transportation is very essential for development and growth of a state/Nation. However, many tend to ignore the modal attributes as well as the component. Characteristic inherent in transport. These omissions tend to shroud the potentialities of transportation and thereby undermines better appreciation of transportation to the society and human race. For transportation to respond to the societal needs effectively and decisively, examination of the transportation components is essential. The component attributes are.

- a) The Vehicle
- b) The motive power
- c) The way/Route
- d) The Terminal
- e) Loosely, Management/Administration. Planning and administration to link (a) - (d) above up.

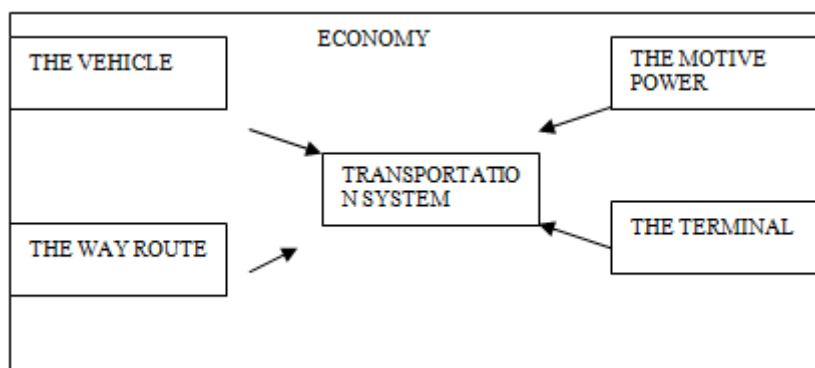


Figure 1 : Transportation systems/ Components

f) *The Issues In National Development*

The critical issues in the National development can be summarized as follows.

- a) Political stability and governance issue
- b) Government Dominance of investments/activities issue
- c) Corruption/Rent seeking Agents issue.
- d) The structural Adjustment Programmes (SAP) of 1986.
- e) Macroeconomic Environment issue.

g) *Tourism*

Tourism and recreational development are of social and economic significance as discussed here under.

- a) Health Therapy
- b) Factors of Development
- c) Promotion of National and International peace and understanding.
- d) Highest and Best use of Land.
- e) Foreign Exchange Earning
- f) Employment opportunities
- g) Political, social and cultural Dimensions

- h) Equitable and just Distribution of wealth between Development and Developing countries.

h) *Transportation*

Without transportation, economic and social systems would simply grind to a halt (Faulks 1990) recognizing this vital role, successive governments in Nigeria either military or civilian, had and are still investing hundreds of millions of Naira in the transportation sector. Development plans, budgetary provisions for the transportation sectors were 19.5%, 23.7% 22.3% and 15.1%. More than \$6billion was earmarked for transportation programmes, at the Federal level alone during 1998-2000 Rolling plan period. However, the importance of the transportation section to the Nigeria economy would be appreciated with the knowledge of its capital contribution to the Gross Domestic production 1996, 1997 and 1998, the current constant factor costs in percentage are 2.26, 2.52, and 2.93 respectively. In any case, some of the contribution/roles of transportation in the sustainability of developing economy can be summarized as follows:

i. *Transport Function*

- ii. Employment Function
- iii. Revenue
- iv. Urbanization/Economy of Scale
- v. Trade and Commerce
- vi. Urban Containment
- vii. Land use/Aesthetic Value
- viii. Institutional Function
- ix. Social political Integration/Harmonization

CHAPTER THREE

I. HISTORICAL BACKGROUND OF IBADAN

Ibadan was formed in 1821 a war camp but grew rapidly because of its position as a nodal between towns in the forest region and those in the grassland. Ibadan as a war town had political dominance over the surrounding towns. And the name IBADAN was carved out of "**EBA ODAN**" meaning beside Odan tree. And the arrival of the British colonial master in 1893 made the town a regional commercial centre.

There was railway extension in 1901 from Lagos to Ibadan due to the increase from Lagos to Ibadan due to the increase of Cocoa cultivation in the surrounding towns and villages of Ibadan. This made Ibadan an important centre for the collection of agricultural products from various parts of the country. This attracted many investors thus turning Ibadan into a commercial and industrial town.

Ibadan is presently the largest urban centre in Nigeria, thickly populated and with good amenities and facilities. Her potential market for industrial finished good contributed to the concentration of both commercial and industrial activities in the city.

II. THE GEOGRAPHICAL LOCATION OF IBADAN

Ibadan is the capital city of Oyo State. It is assumed to be the second largest city in Africa (Cairo

being the largest in Africa). Ibadan covers an undulating area of about 452 m² inhabited by about 1,829,187 people by census. Ibadan is situated south of the sahara Desert, about 137km from Lagos and lies between longitudes 3°47' and 3°59' East and Latitude 7°19' and 7°29' North of the Greenwich meridian. The city is about 235 meter above the sea level. The city has a fairly high uniform temperature, moderately, heavy seasonal rainfall, high relative humidity and intense cloud over.

The city is naturally drained by ogunpa, odo-ona, Kudeti and ogbere rivers. The city is connected to most important towns in the country by roads air routes and railway. Ibadan metropolis is made of Ibadan North local governments. Ibadan North East local government, Ibadan South East local government, which was formerly administered by the then Ibadan municipal Government.

III. THE POPULATION STUDY OF IBADAN

The population of Ibadan increase due to the fulani wars and tsetse fly in the middle belt of Nigeria which lead to the movement of many people down from the Northern parts to southern parts of Nigeria. The first population census in 1911 put Ibadan population at 175,000 inhabitants. The population project of 1921 and 1931 put Ibadan at 238,075 and 397,133 inhabitants respectively.

In 1952 Ibadan's population census was 459,196 inhabitants. That of 1963 census was 627,399, while 1972 estimated put Ibadan at 720,000. That of 1976 projected estimate was 863,000 and that of 1979 was 1,006,759. The 1991 census put the population in Ibadan at 1,829,187. See the table below:

Table 3 : Ibadan Population Census and Projections

1911	Population Census	175,000
1921	projected Estimate	238,075
1931	Projected Estimate	397,133
1952	population Census	459,196
1963	population Census	627,379
1972	projected Estimate	720,000
1976	Projected Estimate	863,000
1979	Projected Estimate	1006,759
1991	population Census	1829,187

Source: National Population Census (NPC)

IV. OWNERSHIP OF LAND IN IBADAN

The ownership of land in Ibadan is loosely used. Sometimes it denotes absolute ownership while at other times, it is used in a context, which indicates that reference is made only to customary right of occupancy.

In actual fact, any customary right of ownership in Ibadan confers no right of property ownership on anybody but only of possession. A customary right of occupancy creates no estate in land, since estate implies an object of land ownership.

The customary land system has no fixed duration in the use of land for any member of the family. It only confers the right to treat and make use of land. But no member of the family has the right to treat and make use of land. But no member of the family has the right to dispose or alienate the family land as his personal estate. The family land is usually entrusted to the head of the family. The head of the family must not treat the land as his personal property or sell the land without the consultation of the principal members of the family.

Holding of land within the family is considered as the most precious inheritance from their fore fathers. Land is said to be held in trust for those dead, those still living and countless yet unborn. Selling out the family land amount to selling out their rights, their fore fathers rights and their children's right yet unborn. Selling of the family land arose later as a result of economic emancipation of the family.

In doing so, the family with several plots decides to sell part and share the proceeds among all the members of the family. Such transfer of the rights from the family to a proprietary right is usually subjected to conveyance law of Western Nigeria 1959 which was still applicable in Oyo State before the advent of land use act of 1978. If not sold, the land may be shared among many extended families. As a result, one can find a large extended family encroaching on a very small plot of land. Its highest and best use. Most of these families are very reluctant to give up their families Lands. Thus resulting in creating large slumping residential layouts in the city. Such as Agugu, Bere, Inalende, Kosodo, koloko and other such residential areas.

V. OWNERSHIP OF LAND UNDER THE LAND USE ACT

The land use Act (No. 6 of 1978) came into operation on the 29th March 1978 and is still in operation in every state in Nigeria. The Act stimulates that the lands within each state shall be held in trust and administered by the state Governor of the state for the use and benefit of all Nigerians. All Urban lands shall be controlled and managed by the state Governor, while the local Government will have control and manage all lands in their areas of authority, which are not designated as urban lands. A land use and Allocation committee will be established in each state of the federation to advise the Governor on Land matters in Urban areas.

The committee will recommend to the state Governor on the issue of resettlement of people who loose their rights of company for publish purposes. Including the amount of compensation due to them. The member of this committee will be appointed by the state Governor but must include not les than two persons who qualify to serve in the public services, either as Estate surveyors or lands officers. These men

must have been qualified for a period of five years. A legal practitioner shall also be a member, while the Governor shall appoint a member if the committee to serve as the chairman.

In the case of the non-Urban lands, there will be a land Allocation Advisory committee in each local Government of the country. The membership of this committee shall be appointed by the state Governor, after consultation with the local Government. This committee will advise the local Government on the management of Land in it's areas of authority in each of the local Governments. The land Tenure law in each state shall continue to have effect subject to the provision of the Decree.

a) *Principle of the Land Use Act*

1. The state Governor has no power to grant a statutory right of occupancy or approve the assignment to a person under the age of twenty-one years. The Governor can grant such rights where a guardian or trustee has been duly appointed for a person under the age of twenty-one years.
2. Statuary right of occupancy granted by the state Governor must be for a definite period of time and may contain terms between the holder and Governor.
3. The Act provides that any person who is granted a statutory right of occupancy shall be issued a certificate signed by the Governor if such person applies to him. He has to pay any prescribed fee on the certificate.
4. If any person is issued a certificate of occupancy refuses or neglects to accept and pay for it, without any lawful reason he shall have his certificate revoked by the state Governor. He shall also pay all incidental expenses incurred on the issuance of the certificate.
5. The Act stipulates that the term and condition on a certificate of occupancy shall be enforced against the holder and all his successors if he has not signed to indicate his acceptance.
6. The state Governor or any public officer authorized by him, is empowered by the Decree to enter and inspect any land which enjoys any statutory right of occupancy, at any reasonable time, and the occupier is bond by the Act to permit such an inspection.
7. License shall be granted by the Governor to any person remove or extract stone, gravel, clay sand or any other materials, which may be needed for building or manufacturing of building materials, as long as such land is not held under a statutory right of occupancy by any person, and that such land has not been given out under minerals Act.
8. The Act compels the holder of a statutory right of occupancy to maintain to the satisfaction of the state Governor or his approved agnate, the defined boundaries of the lands he is holding. If he fails to

do so, the Governor or his approved agent will write him to define his boundaries within a specified time, failure which he will be made to pay the expenses incurred by the Governor or his authorized agent defining such boundaries.

b) *The Power of The State Governor Under Land Use Act*

1. The Act empowers the state Governor to grant statutory rights of occupancy to any person for any reason.
2. It empowers the Governor to handle matters concerning grievances in matters of rights of occupancy such as right of way through another person's land.
3. The Governor has the power under the land use Act to demand rent, revise, at such intervals as stated in the certificates of occupancy.
4. The power is given to Governor to impose penalty rent if any of the conditions of the certificates of occupancy which were not complied with. Such conditions include failure to develop or effect improvement on the land allocated. However, if the Governor feels the holder cannot meet with the conditions of the certificate of occupancy due to special circumstances or may bring hardship on the holder, the Governor has the power to waive any or all the conditions.
5. When a statutory right of occupancy is granted by the Governor in respect of a piece of land, all existing rights to use and the occupation of such land will end.

c) *The Power Of The Local Government Under Land Use Act*

1. The Act empowers the local Governments to grant customary rights of occupancy to any person or organisation, for the use of land within their areas of authority, for agriculture residential or other purposes.
2. The local Government has the power to grant customary right of occupancy for the use of land not exceeding 500 hectares for agriculture and 5,000 hectares for grazing of animals. Any grant above this shall be with the permission of the state Governor.
3. The Act empowers the local Government to occupy and use, for public benefit, any land, within its areas of authority, provided that such land is not within the areas defined as urban. Also they may not use and occupy any land which is the subject of a statutory right of occupancy nor may enter any area compulsorily acquired by the federal or state Government.
4. The local Government has power to revoke any customary rights of occupancy on any land which it may enter and occupy for public benefits.

d) *The Right of Occupiers of Land Under Land Use Act*

1. The holder of statutory right of occupancy or customary right of occupancy has exclusive right to the land he holds provided such rights conform with the Act and any law relating to way- leaves [lawful passage, prospecting for minerals or minerals oil or mineral oil pipelines].
3. The Act provides that during the tenure of a rights of occupancy, the holder has sole rights and absolute possession of all improvements on the approval of the state Governor to order to transfer, assign, or mortgage any improvements on the land for which he has a certificate of occupancy.
4. The holder of certificate of occupancy is entitled to compensation for the existing improvements on his land if his interest is revoked by the state Governor or the local Government for any public use

VI. DEVELOPMENT PROCESS IN IBADAN

To embark on any land development in Ibadan the approval of the local planning Authority must be obtained. The permission for the approval which must be in writing to be forwarded to the appropriate local planning Authority. A development process that proceeds the approval may be demolished or the developed fined. The development order may be given to the developer within a short period, say two months, on compliance with the planning Authority request. Where the developer does not receive the development order, it is assumed that the permission has not been granted.

Appeal can be made to the director of planning in the local planning authority for re-consideration. In considering the application for permission, the planning Authority will pay particular attention to the following.

1. *The building line:* This is the nearness of the building to center of the road.
2. *Density Control:* This is the number of living accommodation to be provided on the rating of the number of person per room.
3. *Zoning:* This stipulates the type of building that could be erected in a given area as stipulated in the action plan of the area.
4. *Orientation:* It is the placement of the building to the direction of the sun so as to have direct sunlight and much breeze.
5. *Ventilation:* The number of opening in a building such as windows and doors that should be provided.
6. *Plot Ratio:* The percentage of land to develop and the percentage of land that will not be developed so as to provide open spaces.

VII. THE NATURE AND AUTHORITY OF LOCAL PLANNING AUTHORITY

The local planning authority is an autonomous statutory organization established under the relevant Town and country planning law of each state. One of the law is the respect of the responsibilities of the planning Authority. These are:

1. The local planning schemes for its areas of jurisdiction and implement them in stages.
2. It also approve layout and building plans after careful scrutiny with due regard to the building bye-law and other zoning regulations.
3. The planning Authority is vested with legal power to see that the owners of landed properties conform to the building bye-law and other regulations so that the master plan is achieved.
4. The Authority exercises police in order to eradicate non-conforming to the planning rules and regulations.
5. If the owners of any development of land do not comply with the requirements of the Town planning law, the planning Authority can stop it.
6. The planning Authority is empowered to receive any rate, money, property, loan, lease or other assistance for the furtherance of its planning scheme.
7. It is a criminal offence for any person to interfere with the duties and responsibilities of the planning Authority or to move any mark or notice erected on land by the Authority or to molest any employee of the planning Authority who is lawfully at his duty.

VIII. TOURISM AND TRANSPORTATION IN IBADAN

Tourism and transportation is made up of several locations operating in different part of the Ibadan metropolis and thus dealing with various types that is to say that separate market exists for every tourist centers and transportation companies involving different types of people patronizing them.

Tourism in Ibadan involves dealing with relaxation centers like recreation centers, hotels museum for the purpose of pleasure seeking people or those who love to take a time out for the leisure hours. While transportation in Ibadan dealing with all means of transportation people and good within and outside the metropolis. The common mode of transportation in the city are Road, Rail and Air which are operated by individual or private companies while the rail aspect of transportation is been operated solely by the government.

IX. TOURISM IN IBADAN

Tourism in Ibadan as a source of National Development is seen as non contributive sector to the

development in the sense that most of the tourist centers, Zoological garden in the metropolis are not been properly managed and do not attracts people again thereby causing loss on revenue generation to the government, due to non productivity of these centers workers are relieved of their jobs.

- a) *Tourist Centres In Ibadan.*
 - i. Bower's tower at Oke Aree
 - ii. The zoological garden university of Ibadan.
 - iii. Agodi Garden
 - iv. National museum Aleshiloye .
 - v. Trans Amusement park Agbowo.

Looking at the above listed places with the metropolis of Ibadan, information gathered shows that only the center that is been managed by consultant are performing be and no individual try to go into investing into the tourism sector as it is not well known to be a source that add to the National development. Taking Lagos State for example a lot of individuals, companies not to talk about the contribution in the tourism sector which is been visited from all round the globe.

b) *Transportation In Ibadan*

Transportation in Ibadan is operated by both the private and public in the metropolis, and only two mode of transportation are available within the metropolis and they are (1) Road (ii) Air, the third can only be referred to as occasionally means of transportation and this is the railway.

X. ROAD TRANSPORTATION IN IBADAN

Metropolis is one of the fast going investment that contribute to the National development of both the government and to private investors, and their are different types of road investment like private:

- i. Wewe motors
- ii. G.H.S motors
- iii. The National union of Road transport worker
- iv. Individuals
- v. Co-operative societies

State Government (i) Transcity transport company
Local Government: Ibadan south west local government mass transit.

Among other are those put to operation by co-operative societies and individuals. This provides a lot of revenue to both the local and state government in the sense that annually they have a specific amount been paid to the government as there registration fees or permit as it is called.

The other side of transportation is the air transportation, this is just growing into a big time system within the metropolis and this cost people a lot of money to invest on though we have group of people coming together get to bring to existence one or more aircraft, for example: Kabo airline, ADC airline among others these airline makes use of the Ibadan international airport Alakija by the so doing so they pay a certain

amount of money to the management of the airport and those add to the income generated as a means of national development.

CHAPTER FOUR

I. DATA ANALYSIS AND DISCUSSION OF FINDING

a) Data Analysis And Presentation

i. Tourism

The opinion of each of the problem that can cause the non-investment in the area of tourism and transportation were analysed after the interviews carried out. The analysis was based on the number and percentage difference in the opinion expressed per total number of sample. The analysis is based on the tables explained Table 1 at the appendix.

The numbers of people or household number is who have visited tourist Attraction centres in the last 6 months by purpose of visit and gender 1999/2002

The above table shows that not majority of every household visit the tourist centres or knows the purpose of the centre. For instance only 7.22% of both sexes (female and male) visit the centres for business purpose while 30.28% visits for leisure only.

And the percentage of the household who has visited a particular household (i.e museum, Zoo are shown in table 2.

The above table shows that most households were interested in festivals than any other centres. While table 3 shows the African tourist market as at year 2001

This table shows that Nigeria is place in the 8th position meaning that we are not productive in the area of tourism and with the above table we know that tourism aspect is not producing as it should be a contributive factor to the National development.

ii. Transportation

The opinion gathered shows that transportation contributes greatly to the National development.

The table below shows that percentage of transportation. Looking at the table it shows how both the public and private investors has contributed to the National Development through their investment in transportation.

II. DISCUSSION OF FINDINGS

a) General Economic Crunch

It has been observed clearly that what brought the depressed economy of Nigeria is the debt problem and high inflation rate. Depression is characterized by heavy unemployment and low consumer demand relative to the existing production capacity of various industries.

By 1996, the quantity and price of crude oil that Nigeria exported fell from two million barrels a day at #9

per barrel oil being the country's major foreign exchange earner, government introduced austerity measure. An immediate effect was retrenchment in the public sector followed by the private sectors as there is no other means that we accrued more foreign exchange, and since the tourism and transportation sectors that failed to be recognised by both the government and private investor to boost the economy of the nation, and consumer demand has reduced because of decline in real incomes resulting from increasing unemployment and declining profit coupled with virulent inflation. Indicative statistics are provided by government in its budget review, gross domestic product (GDP) fell from a growth rate of 4.2%

And from data's collected this show the rate at which the poverty level rises in the country.

III. PROBLEM AND PROSPECTS OF TOURISM AND TRANSPORTATION

a) Problems Inhibiting Tourism And Transportation Development

Tourism and transportation development in Ibadan metropolis is bedeviled by myriads of economic social and political constraints some of the problems are highlighted.

i. Tourism

It should be clearly by now that problems emanating from tourism sector are directly linked to the poor state of the economy. And the under listed are the problem hampering its growth and development:

- A. Low premium placed on tourism by the people (Nigerians, including policy makers and executors)
- B. Leakage incurred through importation. Alertness needed by tourism operations is lacking at all points of entry to the country (i.e corrupt practices at the sea airports and international borders).
- C. Inadequacy of trained and skilled professionals in the tourism industry.
- D. Seasonality of operations, Tourism between boom at particular periods of the year for examples, foreign tourists from developed countries of the west preferred visiting the tropical countries during summer (June - September)
- E. The neglect of informal sector of the economy.
- F. Under-undoing of the tourism sector of the economy
- G. Inadequate provision/poor publicity of tourism potentials in the country.
- H. low standard of living/income per capital (poverty).
- I. Non-cultivation of tourism culture unlike the Americans and other developed societies.
- J. Demographic factor-studies show that the age bracket made up of students and dependants recorded highest visits to tourism centers/attractions in Nigeria between 1996 and 1997 as shown in table 8 and 9 in the appendix G.

- K. Policy inconsistency engendered by an unstable policy and other abnormalities in the social set-up is responsible for uncoordinated planning in the tourism industry.
- L. Poor state of the economy that brought about:-
 - i. Distress of the financial segment for mobilizing investment
 - ii. Persistent decline of the countries industrial capabilities.
- M. Absence of implementation National Tourism Development Master plan (NTDM) that could have being used as guide in the development of tourism industry.
- N. Insecurity of lives due to specter of violence in various part of the country (intermittent tribal up heave)
- O. Inadequate communication transport facilities. Most of the tourist centers/attractions are located in the rural areas and fairly remote from the urban centers.
- P. Death of research and statistics to aid planning and projects.
- Q. Non-engagement of few available professionals Estate surveyors and valuers, Town planners, Mass communicators, Sociologists, Accountants, tourism professionals etc.
- R. Resources depletion
- S. Lack of comprehensive transport planning
- T. Insecurity and absence of peace of mind on our roads, airports etc
 - ii. *Transportation*

Transportation has been taken for granted in Nigeria and the sector is overheating because of catalogue of problems. For the present situation of the industry. Can you imagine that Ibadan, a remit modern capital city has no rail head positive results may be achieved this time around in view of the input being made by relevant professionals.

Some of the problems include

- a) Conspicuous absence of a proper co-coordinating Agency for transportation matters arising from poor institutional arrangement for transportation administration. Poor inter modal relationship or general absence of co-ordination among various modes of urban and rural transportation. The nation's transportation system can be described as highly isolatory and competitive rather than promontory complementary service. This situation accelerates the cost of transportation infrastructural provisions and maintenance.
- b) Complete negation of physical planning regulations which makes it difficult to integrate urban and rural transportation effectively to various land uses in the country.
- c) Bad governance and managerial incompetence appointment of incompetent people to manage transport concerns/undertakings. This affects transport contribution to the National economy.

- d) Under-capacity utilization of infrastructure such as airport, and parks.
- e) Deferred maintenance and lack of maintenance culture.
- f) Obsolete equipment, low technological development and death of spare parts.
- g) Low capacity utilization of plants that either assemble or manufacture automobile and spare parts.
- h) Poor state of nations economy.
 - i) Political instability that breeds policy in consistencies and excessive government intervention in government laudable programmes.
 - j) (High rate of urbanization and urban population, which create acute demand and supply imbalance in both infrastructure and services. For example, the urban population as percentages of the national population in 1970 was 20% this rose to 38% in 1993 and projected proportion is estimated at 60% in the year 2010 (FOS).
- k) Inadequate financial and human resources issues in the transport sector.
- l) Absence of co-ordination of public transport and lack of appropriate institutional framework to solve these problems.
- m) Numerous and un co-coordinated operators of small para-transit vehicles.
- n) Inefficient management of few available mass transit vehicles by private and public operators; and non-development of alternative modes of transportation e.g water and rail.
- o) Poor traffic management and absence of land use transportation planning.
- p) Integration of other non-conventional urban transportation means such as "*Kabukabu*" and motor-cycle "*Okada*" into the urban transportation and planning network.
- q) High maintenance and costs due to the economic factor of the exchange rate. Transportation industry is highly capital intensive. Almost all the equipment and spare parts are import dependent including the core of technical personnel of the motor assemble plants.
- r) Official down and bureaucratic procedures cause delays in executing major transportation projects. Chief Dapo Sarumi on the 12th January 2000 cited these as reasons for the delay in commencement of the multi-billion naira raods construction contracts awarded nationwide by the Obasanjo Administration during a press briefing in Abuja.

b) *Prospect of Tourism and Transpotation*

This discussion of tourism and transportation in a depressed economy particularly in Ibadan metropolis and Nigeria in general id dwindling at an alarming rate and regarded irrelevant digression.

And in view of this, the prospect of tourism and transportation industry cannot be over emphasized.

The following under mentioned point is the existing features of the sector in a depressed economy like ours. And discussed below are some of the prospect/roles of tourism and transportation in the sustainability of developing country/economy.

i. Tourism

Tourism and recreational development are of social and economic significance as discussed here under

- i. Health Therapy.
- ii. Factors of Development
- iii. promotion of National and International peace and understanding
- iv. Highest and Best use of Land
- v. employment opportunities
- vi. Foreign exchange Earning
- vii. Political, social and cultural dimensions.
- viii. Equitable and just Distribution of wealth between developed and developing countries.

ii. Transportation

Without transportation, economic and social system would simply grind to a halt (Faulks 1990) Recognizing this vital role, successive governments in Nigeria either military or civilian, had and are still investing hundreds of million of Naira in the transportation sector, for example, as shown in Table 4, out of the total public sector capital outlay during the 1972-1978, 1980 -1984, 1985 -1990 and 1991 -1995. Development plans, budgetary provisions for the transportation sectors 19.5%, 23.7%, 22.3% and 15.1%.

More than #6 billion was earmarked for transportation programmes, at the federal level alone during the 1994-1996 rolling plan period. However, the importance of the transportation sector to the Nigerian economy would appreciated with the knowledge of its capital contribution to the gross. Domestic product. In 1996, 1997, and 1998, the current constant factor cost in percentage, 2.26, 2.52 and 2.93 respectively.

In any case some of the prospects of transportation in the sustainability of developing economy can be summarized as follows:

- i. Transportation Function
- ii. Employment function
- iii. Revenue
- iv. Urbanisation/Economy of scale
- v. Trade and commerce
- vi. Urban containment
- vii. land use/Aesthetic value
- viii. Institutional Function
- ix. (Socio-political integration/Harmonisation).

CHAPTER FIVE

I. SUMMARY OF FINDING RECOMMENDATION AND CONCLUSION

a) Summary of Finding

A research work will be in complete if finding in the work are not brought to focus so that sufficient recommendation could be made on the basis of finding. During the course of the research work on this paper, quite a number of observation and finding were made.

Tourism and transportation sectors contribute immensely to the economic development process of Nigeria. And as such, the sectors should be developed to foster and enhance the overall development in multi-dimensional aspects therefore, the strategies for a greatly improved, competitive and sustainable tourism and transportation sectors are as highlighted below:

- a) Finding- programmed find on a continuous basis
- b) Management-Not politicized, appointment based on merit, professional skill and hard work. Frequency in change of management to be discouraged to allow for consistency and continuity of programmes once initiated nothing under entrepreneurial and investment spirit more than erratic government institutions and rapid government reversals.
- c) Plugging of revenue leakage: that is plugging leakages of revenue through embezzlement of funds, fraudulent manipulation of tickets sales, way bills or ticket less travels etc.
- d) Cultivation for maintenance culture.
- e) Courtesy-Dealing with people (Tourists) not familiar with the environment required courtesy.
- f) Privatization of tourism and transportation concerns. It is a viable option and one of the strategies for development. It should be part of the macroeconomic policy.
- g) Putting in place conducive and enabling macroeconomic environment that would attract investors in the two sectors.
- h) Direct involvement of the private sector in the provision, running, finding, management and maintenance of transportation and tourism infrastructure and services as in Chile.
- i) Integration of transport development in the overall urban and rural development of the country.
- j) Government and their agencies should focus on transport and tourism policy matters, control and enforcement of rules and regulations.
- k) Discouragement of over reliance on rails mode and development of other modes of transportation especially water and rail.
- l) Improved delivery of transport services and tourism infrastructure through the adoption of appropriate pricing system and cost recovering and exploitation of the available potentials for tourism and transportation development in consonant with government policies and guidelines.

- m) Steaming up of rural-urban drift.
- n) government interference and adoption of measures that can ensure the sustainability of fall transportation and tourism related activities-swerves, infrastructure, transportation equipment, food hotels etc.
- o) being purposed by the federal Government (Confirmed by the minister of state for transportation, Alhaji Bello Usman in a meeting with transported union officials in the office in Abuja in late 1999) The bank is to take care of the agencies in the transportation sector of the economy.
- p) Proper co-ordination of all transportation modes including rural transportation infrastructure for regional integration purposes.
- q) Declaration of transportation sector of the economy as a "preferred sector" by the federal government being strategic to the functioning of the economy as in the tourism sector and religiously upholding the status so accorded the sectors.
- r) Improvement on the rate of national economic growth as well as effective increases in standards of living.

II. CONCLUSION

In this paper, tourism has been identified as a dependable foreign exchange earner as well as the world's largest generator of jobs: while transportation is seen as developmental catalysts and engine in the development processes as it provides the means and linkages by which people, goods, and services, ideas etc are moved into space and time. There is no escape from it. With these, it then follows that the tourism and transportation sectors would ever remain vital components for the envisaged sustainable socio-economic growth in the new millennium. Tourism cannot thrive without transportation and transportation no nation can achieve desired social, economic and politically goals. Therefore, its roles is undeniably great and tremendous. It is sage to say that there is positive relationship between tourism, transportation and national development.

In The words of president Jerry J. Rawlings (1994) "Caring and preservation of the environment is exotically linked to economic" growth. So we should care and preserve our multi-racial culture, heritage, historic monuments etc. and heed to the biblical injunction in the Books of Proverbs "Removes not the ancient landmark which thy fathers set" (Proverb 22:28).

The physical infrastructure and human resources development and critical in reshaping the economy in order to realize the vision of economic growth in the new millennium without trained and informed tourism and transportation planner, managers, and labourers even the best of most of the infrastructure cannot be well utilized for the benefit of all.

As every activities requires land space, land matter may remain sensitive issue in the Nigerian affairs

but with heeding to the strategy put forward in respect of impingement of the land use Act, 1978 from the constitution for easy amendment to reflect the dynamics of societal indices, the sensitivity may as well be reduced to the barest minimum.

Finally, with democratic settings, in the country, there will be increases in the public and private investment. This is the confidence the investors needed in the resilience of Nigerian economy which hopefully would turn the prophesies of the local forecasters of gloom and doom into fluke. Concerted efforts must be made by all tourism and transportation stakeholders to ensure that measures and policies that tend to run down the sectors contributions to the national economy are avoided or eliminated.

III. RECOMMENDATION

Being conscious of the roles/ contributions investments in tourism and transportation can play in the growth of national economy and seeing investment in both sectors as investments in the future of our economy (a window for vital investment and life wire of the economy respectively) the way forward are as summarized below:-

- a) There must be real National Tourism Development plan for the country approved by the world tourism organization to act as reference document for development of tourism sector.
- b) Both sectors of the economy because tourism has being identified by the world travel and Tourism council (WTTC) as the world's largest generator of jobs in studies carried out in 1997, while transportation is a sector to all other sectors of the economy and nothing move without transport.
- c) Urgent attention should be given to domestic factors that affect growth and development of national country. Such factors include realistic exchange rate, balanced budget, open trade policy, development of human/capital resources, domestic resources mobilization etc.
- d) The poverty Alleviation Programme Bill (PAP) proposed being put in place by Obasanjo Administration should be supported by all, and it must be masses oriented in implementation.
- e) There should be a well-tailored comprehensive transportation planning for the country as expanding economy requires a reliable, safe, comfortable, efficient and adequate transportation system for its sustenance.
- f) Nigerians should develop high premium on tourism because of its social, political and economic implications as well as cultivation of maintenance culture to preserve and prolong the life-span of tourism and transportation infrastructure.
- g) Privatization and commercialization of government parastatals and companies should be a must, and stoppage of discrimination against small scale

operators/entrepreneurs and support of informal sector of the economy. The gains of deregulation (liberalization) of the economy is enormous.

- h) There must be conducive and enabling macro-economic environment to attract investors to the two sectors tourism (Tourism and transportation)
- i) All Nigerians should embark on corporate prayer for political stability and lasting democracy that would usher in policy consistencies, strong infrastructural support, and discipline, and cry into god that " affliction shall not rise up a second time" (Nahum 1:9(b)) Notably, political instability has been the bane of the growth and development of the nations economy.
- j) The government must tackle the stereotype and negative impressions of Nigerians by the outside world with tact and deft mannerism to re-awake investors confidence sapped over the years of bad governance and management of resources: and bring the down-turn economy to perpetual normalcy.
- k) We must evolve our own pattern of development for genuine development to take place consistent with our own cultural heritage and tradition development must start with the people and not with food and things: people's orientation, organization and discipline, for it to prosper on the scantiest basis of natural wealth.
- l) Adhoc or fire-fighting technique in developing the tourism and transportation in Nigeria should be discourage. Rather long term planning techniques should be devised and applied to avoid wastage of resources.
- m) The issues and suggestions put forward by the committee on vision 2010 should be thoroughly examined from a general perspective in order to privatize them to ensure effective implementation and attainment of desired results.
- n) Efforts must be made to sustain the gains made towards effective transportation of men and materials by being cautious of restricting the supply side means of policy of metro vehicles and reasonable level of petroleum subsidy require utmost consideration by the government current road rehabilitation must be sustained and extended to waterways and modernization of railways. The national and private airlines operators must be daveviable and competitive towards improved domestic national services.
- o) The Federal Government should vigorously pursue the policy objectives on tourism as enshrined in the Act No. 81 of 1997 in a bid to develop and promote tourism into an economically, socially and politically viable industry and made the zonal offices in Lagos, Calabar, Bauchi , Kano and Ibadan more functional.

Above all, the objectives includes:

- i. To increase inflow of foreign exchange through the promotion of international tourism
- ii. (Encourage even development of tourism based enterprises.
- iii. To accelerate rural-urban integration.
- iv. The foster socio-cultural unity among the various groups in the country through the promotion of domestic tourism.
- v. To promote and encourage active private sector participation.
- p) Mandate should be given to tourism sectors as a "preferred sectors" of the economy to be number two (s) foreign exchange earner after crude oil, for the industry to maintain steady expansion for this, markets interested in our products of heritage, culture and history should be identified to propel tourism industry to the forefront.
- q) Finally, surveyors should always be involved in the policy making in all spheres of the economy (tourism development and transportation inclusive) to enable them give professional advice to the government in the interest of the nation.

Nigeria's Gross Investment And Gdp Growth And Rates 1980-1998

YEAR	CDP AT GDP 1984 N'BILLION	GROWTH RATE (%0	GROSS IVEST 1984 PRICES N'BILLION	GROSS IVEST GROWTH RATE (%)	GROSS INVEST GDP RATIO (%)
1980	96.2	5.5	N/A		
1981	70.4	-26.8	13.9		19.7
1982	70.2	- 0.3	10.3	-25.9	14.7
1983	66.4	-5.4	7.6	26.2	11.4
1984	63.0	-5.1	3.2	-57.9	5.1
1985	68.9	9.4	4.2	31.2	6.1
1986	71.1	3.2	4.8	14.3	6.8
1987	70.7	-6.0	3.6	-25.0	5.1
1988	77.8	0.0	3.1	-13.9	4.0
1989	83.5	7.3	4.2	35.5	5.0
1990	90.3	8.3	5.7	35.7	6.3
1991	94.6	4.5	5.9	3.5	6.2
1992	97.4	3.0	5.6	-5.1	5.7
1993	99.6	2.3	6.6	17.9	6.6
1994	101.0	1.3	5.9	10.6	5.8
1995	103.5	2.2	6.2	5.1	6.0
1996	107.0	3.4	5.5	-11.3	5.1
1997	111.05	3.8	N/A	N/A	N/A
1998	N/A	2.4	N/A	N/A	N/A

Source: Federal Office of Statistics (FOS), Lagos Office.
National Accounts Series (Various Issues)
Estimate

N/A Not Available.

Transportation Sector(%) Contribution To The Gdp At 1999 Constant Factor Cost, 1991-2001

YEAR	ROAD	RAIL	OCEAN	AIR	TOTAL
1981	5.17	0.15	0.46	0.20	5.98
1982	5.93	0.17	0.38	0.23	4.71
1983	3.26	0.16	0.61	0.26	4.29
1984	3.31	0.17	0.43	0.27	4.18
1985	3.38	0.12	0.34	0.25	4.60
1986	3.34	0.11	0.24	0.21	3.90
1987	3.39	0.08	0.23	0.21	3.91
1988	3.12	0.06	0.23	0.18	3.35
1989	2.97	0.04	0.18	0.16	3.59
1990	2.8	0.04	0.17	0.15	3.16
1991	2.78	0.03	0.17	0.14	3.12
1992	2.84	0.02	0.16	0.14	3.17
1993	2.93	0.02	0.15	0.11	3.22
1994	2.93	0.00	0.14	0.1	3.17
1995	2.9	0.00	0.15	0.1	3.15
1996	2.86	0.00	0.15	0.1	3.11
1997*	2.84	0.00	0.14	0.1	3.08

Source: Federal Office of Statistics, Information Department

Note: * Provisional 0.00= Less than 0.01



African's Tourism Market

S/NO	COUNTRY	ARRIVAL 99(000)	% CHANGE 2000/2001	RECEIPTS (US \$ MILLION)	% CHANGE 2000/2001
1	South Africa	5,530	11.9	2,297	15.1
2.	Tunisia	4,263	9.7	1,540	6.1
3.	Morocco	3,115	15.7	1,200	-13.1
4.	Zimbabwe	1,894	8.7	250	14.2
5.	Kenya	750	4.6	502	5.9
6.	Botswana	728	3.0	181	1.7
7.	Algeria	635	5.0	-	-
8.	Nigeria	611	-25.7	86	1.2
9.	Maurititius	536	10.1	504	0.0
10.	Eritrea	492	18.0	75	8.7
11.	Namibia	410	1.2	210	1.0
12.	Reunion	368	6.1	273	5.8
13.	Tanzania	350	12.9	360	11.8
14.	Ghana	325	6.6	266	6.8
15	Swaziland	322	2.2	-	-

Source: World Tourism Organization (WTO)

Africa: Fastest Growing Tourism Region In Estimates.1999/2002

S/NO	PLAN PERIOD	PLAN SIZE MILLION	TRANSPORT SECTOR ALLOCATION (@ MILLION	PROPORTION OF SECTOR (AS A % OF PLAN SIZE
1.	1999	1,586.000	309.092	19.500
2.	2000	2,050.000	472.398	23.659
3.	2001	43,314.000	9,677.541	22.300
4.	2002	70,500.000	10,707.616	15.171

Source: Fourth National Development Plan, 1999-2002

National Poverty Level, 1998-2001

YEAR	POVERTY LINE	ESTIMATED TOTAL POPULATION	POPULATION IN POVERTY
1998	28.1%	65M	17.7M
1999	46.3%	75M	34.7M
2000	42.7%	91.5M	39.2M
2001	65.6%	102.3M	67.1M

NCS 80, 85, 924 and 196

Source: poverty Profile for Nigeria, 1980-1996. April 1999 Courtesy of FOS, Lagos Office

Percentage Growth Rates Of Real Gdp And Compensation Of Employees

YEAR	REAL GDP GROWTH	SHARE OF COMPENSATION OF EMPLOYEES	GROWTH OF REAL COMPENSATION OF EMPLOYEES
1981		23.61	
1982	0.34	3.52	-0.74
1983	-5.37	24.72	-0.52
1984	-5.10	23.27	-10.67
1985	9.38	22.10	3.90
1986	3.13	20.65	3.64
1987	0.47	23.70	14.22
1988	9.91	25.59	18.65
1989	7.39	27.33	14.64
1990	8.20	28.78	13.94
1991	4.73	30.65	11.55
1992	2.99	26.26	-11.55
1993	2.65	27.27	6.24
1994	1.32	26.27	-2.05
1995	2.14	11.32	-55.98
1996	3.40	9.03	-17.56

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APPENDIX A

Table 1 : Gross Domestic Product At Current Factor Cost Percentage Distribution 1996-1998

S/NO	ACTIVITY SECTOR	1996	1997	1998
1	AGRCULTURE	26.05	28.5	32.93
2.	LIVESTOCK	3.22	3.46	3.91
3.	FORESTRY	0.35	0.41	0.53
4.	FISHING	1.1	1.28	1.61
5.	MINING AND QUARRYING	43.68	38.97	28.03
5.1	COAL	0	0	0
5.2	CRUDE PETROLEUM AND GAS	43.59	38.87	27.9
5.3	METAL ORE	0	0	0
5.4	QUARRYING AND OTHERS	0.09	0.1	0.13
6.	MANUFACTURING	4.84	5.08	5.38
6.1	LARGE SCALE	4.15	4.35	4.61
6.2	SMALL SCALE	0.69	0.73	0.77
7.	UTILITIES	0.07	0.07	0.08
7.1	ELECTRICITY	0.04	0.04	0.05
7.2	WATER	0.03	0.03	0.03
8.	BUILDING AND CONSTRUCTION	0.59	0.56	0.9
9.	TRANSPORT	2.26	2.52	2.93
9.1	ROAD	2.21	2.46	2.86
9.2	RAIL	0	0	0
9.3	OCEAN	0.02	0.02	0.02
9.4	AIR	0.03	0.04	0.05
10.	COMMUNICATION	0.03	0.03	0.04
10.1	NITEL	0.01	0.01	0.01
10.2	NIPOST	0.01	0.01	0.01
10.3	RADIO AND TELEVISION	0.01	0.01	0.01
11.	WHOLESALE AND RETAIL TRADE	13.03	13.84	16.09
12.	HOTEL AND RESTAURANTS	0.12	0.15	0.18

13.	FINACE AND INSURANCE	0.01	1.09	1.3
13.1	FINANCIAL INSTITUTIONS	0.97	0.06	1.26
13.2	INSURANCE	0.04	0.03	0.04
14.	REAL ESTATE	0.05	0.06	0.07
14.1	REAL ESTATE	0	0.01	0
14.2	PROFESSIONAL SERVICES	0.05	0.05	0.05
15.	HOUSING (DWELLING)	2.21	2.38	3.65
16.	COMMUNITY SOCIAL AND PERSONALSERVICES	0.62	0.75	1.02
16.1	PRIVATE NON-PROFIT INSTITUTIONS	0.1	0.01	0.01
16.2	REPAIRS AND OTHER SERVICES	0.61	0.74	0.01
17.	PRODUCERS OF GOVERNMENT SERIVES	0.77	0.75	1.35
17.1	GOVERNMENT	0.67	0.65	1.17
17.2	UNIVERSITIES	0.06	0.06	0.01
17.3	OTHERS	0.04	0.04	0.08
	GRAND TOTAL	100	100	100

Source: Federal Office of Statistic, Information Department, Lagos Office



APPENDIX B

Table 2 : Transportation Sector (%) Contribution To The Gdp At 1984 Constant

YEAR	ROAD	RAIL	OCEAN	AIR	TOTAL
1981	5.17	0.15	0.46	0.20	5.98
1982	5.93	0.17	0.38	0.23	4.71
1983	3.26	0.16	0.61	0.26	4.29
1984	3.31	0.17	0.43	0.27	4.18
1985	3.88	0.12	0.34	0.25	4.60
1986	3.34	0.11	0.24	0.21	3.90
1987	3.39	0.08	0.23	0.21	3.91
1988	3.12	0.06	0.23	0.18	3.59
1989	2.97	0.04	0.18	0.16	3.35
1990	2.8	0.04	0.17	0.15	3.16
1991	2.78	0.03	0.17	0.14	3.12
1992	2.84	0.02	0.16	0.14	3.17
1993	2.93	0.02	0.15	0.11	3.22
1994	2.93	0.00	0.14	0.1	3.17
1995	2.9	0.00	0.15	0.1	3.15
1996	2.86	0.00	0.15	0.1	3.11
1997*	2.84	0.00	0.14	0.1	3.08

Source: Federal Office of Statistics, Information Department

Note: * Provisional

0.00 = Less than 0.01%.



APPENDIX C

Table 3 : Nigeria's Gross Investment And Gdp Growth And Gdp Growth Rate 1980-1998

YEAR	CDP AT 1984 N'BILLION	GDP GROWTH RATE(%)	GROSS INVEST 1984 PRICES N'BILLION	GROSS INVEST GROWTH RATE(%)	GROSS INVEST GDP RATIO (%)
1980	96.2	5.5	NA		
1981	70.4	-26.8	13.9		19.7
1982	70.4	-0.3	10.3	-25.9	14.7
1983	66.4	-5.4	7.6	26.2	11.4
1984	63.0	-5.1	3.2	-57.9	5.1
1985	68.9	9.4	4.2	31.2	6.1
1986	71.1	3.2	4.8	14.3	6.8
1987	70.7	-6.0	3.6	-25.0	5.1
1988	77.8	0.0	3.1	-13.9	4.0
1989	83.5	7.3	4.2	35.5	5.0
1990	90.3	8.3	5.7	35.7	6.3
1991	94.6	4.5	5.9	3.5	6.2
1992	97.4	3.0	5.6	- 5.1	5.7
1993	99.6	2.3	6.6	17.9	6.6
1994	101.0	1.3	5.9	10.6	5.8
1995		2.14	11.32	-	55.98
1996		3.40	9.03	-	17.56

Source: Computer from National Accounts Statistics, 1981-1996, F.O.S., Lagos Office

APPENDIX D

Table 4 : African's Tourism Market, 1997

S/NO	COUNTRY	ARRIVAL 97(000) 996/97	% CHANGE 996/97	RECEIPTS 1997 (US MILLION)	% CHANGE 1996/97
1.	SOUTH AFRICA	5,530	11.9	2,297	15.1
2.	TUNISIA	4,263	9.7	1,540	6.1
3.	MOROCCO	3,115	15.7	1,200	-13.1
4.	ZIMBABWE	1,894	8.7	250	14.2
5.	KENYA	750	4.6	502	5.9
6.	BOTSWANA	728	3.0	181	1.7
7.	ALGERIA	635	5.0	-	-
8.	NIGERIA	611	-25.7	86	1.2
9.	MAURITIUS	536	10.1	504	0.0
10.	ERITREA	492	18.0	75	8.7
11.	NAMIBIA	410	1.2	210	1.0
12.	REUNION	368	6.1	273	5.8
13.	TANZANIA	350	12.9	360	11.8
14.	GHANA	325	6.6	266	6.8
15.	SWAZILAND	322	2.2	-	-

Source: World Tourism Organization (WTO)

Table 5 : Africa: Fastest Growing tourism Region in 1998
1998 Estimates

	TOURIST ARRIVAL (IN THOUSANDS)		% CHANGE		TOURISM RECEIPTS (US \$ MILLION)		% CHANGE	
	1997	1998	98/97	97/96	1997	1998	98/97	97/96
WORLD	610763	625235	2.4	2.4	435981	444741	2.0	0.1

APPENDIX E

Table 6 : Percentage Distribution Of Household Members Who Have Visited Tourist Attraction Centres In The Last 6 Months By Purpose Of Visit And Gender, 1996/1997

PURPOSE OF VISIT	GENDER OF MEMBERS		
	MALE	FEMALE	BOTH SEXES
Business only	9.06	4.93	7.22
Sight seeing only	44.01	46.17	44.97
Business/Sight seeing	13.16	15.15	14.04
Leisure	30.12	30.47	30.28
Others	3.65	3.28	3.49
Total	100.00	100.00	100.00

Source: Federal Office of Statistics, Information Department, Lagos Office

Table 7 : Percentage Distribution Of Household Members Who Have Visited Tourist Attraction Centres In The Last 6 Months By Type Of Attraction And Gender, 1996/1997

TYPE OF VISIT	GENDER OF MEMBERS		
	MALE	FEMALE	BOTH SEXES
Museum	9.65	11.68	10.55
zoo	18.86	22.45	20.45
Dams	7.16	5.11	6.25
Festival	36.99	40.15	38.39
Games Reserve	7.89	7.48	7.71
Warm Spring	2.78	1.09	2.03
Monument	3.80	3.65	3.73
Others	12.87	8.39	10.89
Total	100.00	100.00	100.00

Source: Federal Office of Statistics, Information Department, Lagos Office

APPENDIX F

Table 8 : Length Of Federal Government Roads As At 1992

STATE	ASPHATIC CONCRETE (KM)	SURFACE DRESSED (KM)	GRAVEL EARTH (KM)	TOTAL LENGHT (KM)
ABIA	376	343	29	248
ADAMAWA	610	203	390	1203
AKWA IBOM	293.5	204	40	537.5
ANAMBRA	338.9	131	34	537.9
BAUCHI	1228	24	342	1814
BENUE	728	229	205	1162
BORNO	1036	358	787	2181
CROSS RIVER	740.3	198	145	1081
DELTA	671	88	38	797
EDO	749.5	101	-	850.5
ENUGU	491.4	338	90	919.4
IMO	308	198	5	511
JIGAWA	591	65	72	728
KADUNA	1436	150	8	594
KANO	720	165	-	885
KATSINA	495	292	55	842
KEBBI	248.4	307	286	841.4
KOGI	500	441	232	1173
KWARA	348	290	385	1023
LAGOS	438.66	-	-	438.66
NIGER	909	743	396	2048
OGUN	983	190	-	1173
ONDO	738	269	35	1042
OSUN	300.5	138.2	-	438.7
OYO	271.2	348	266	885.2
PLATEAU	846.5	388.5	560	1795
RIVERS	411	157	74.7	642.7
SOKOTO	356	772	547	1675
TARABA	566	356	656	1578
YOBE	343	335	152	830
ABUJA	158	58.6	20	236.5
TOTAL	18,229.86	1100.30	5,849.70	32,179.86

Source: Federal Ministry of Works and Housing, Lagos Office

GLOBAL JOURNALS INC. (US) GUIDELINES HANDBOOK 2015

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FELLOWS

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1. Choosing the topic: In most cases, the topic is searched by the interest of author but it can be also suggested by the guides. You can have several topics and then you can judge that in which topic or subject you are finding yourself most comfortable. This can be done by asking several questions to yourself, like Will I be able to carry our search in this area? Will I find all necessary recourses to accomplish the search? Will I be able to find all information in this field area? If the answer of these types of questions will be "Yes" then you can choose that topic. In most of the cases, you may have to conduct the surveys and have to visit several places because this field is related to Computer Science and Information Technology. Also, you may have to do a lot of work to find all rise and falls regarding the various data of that subject. Sometimes, detailed information plays a vital role, instead of short information.

2. Evaluators are human: First thing to remember that evaluators are also human being. They are not only meant for rejecting a paper. They are here to evaluate your paper. So, present your Best.

3. Think Like Evaluators: If you are in a confusion or getting demotivated that your paper will be accepted by evaluators or not, then think and try to evaluate your paper like an Evaluator. Try to understand that what an evaluator wants in your research paper and automatically you will have your answer.

4. Make blueprints of paper: The outline is the plan or framework that will help you to arrange your thoughts. It will make your paper logical. But remember that all points of your outline must be related to the topic you have chosen.

5. Ask your Guides: If you are having any difficulty in your research, then do not hesitate to share your difficulty to your guide (if you have any). They will surely help you out and resolve your doubts. If you can't clarify what exactly you require for your work then ask the supervisor to help you with the alternative. He might also provide you the list of essential readings.

6. Use of computer is recommended: As you are doing research in the field of Computer Science, then this point is quite obvious.

7. Use right software: Always use good quality software packages. If you are not capable to judge good software then you can lose quality of your paper unknowingly. There are various software programs available to help you, which you can get through Internet.

8. Use the Internet for help: An excellent start for your paper can be by using the Google. It is an excellent search engine, where you can have your doubts resolved. You may also read some answers for the frequent question how to write my research paper or find model research paper. From the internet library you can download books. If you have all required books make important reading selecting and analyzing the specified information. Then put together research paper sketch out.

9. Use and get big pictures: Always use encyclopedias, Wikipedia to get pictures so that you can go into the depth.

10. Bookmarks are useful: When you read any book or magazine, you generally use bookmarks, right! It is a good habit, which helps to not to lose your continuity. You should always use bookmarks while searching on Internet also, which will make your search easier.

11. Revise what you wrote: When you write anything, always read it, summarize it and then finalize it.



12. Make all efforts: Make all efforts to mention what you are going to write in your paper. That means always have a good start. Try to mention everything in introduction, that what is the need of a particular research paper. Polish your work by good skill of writing and always give an evaluator, what he wants.

13. Have backups: When you are going to do any important thing like making research paper, you should always have backup copies of it either in your computer or in paper. This will help you to not to lose any of your important.

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15. Use of direct quotes: When you do research relevant to literature, history or current affairs then use of quotes become essential but if study is relevant to science then use of quotes is not preferable.

16. Use proper verb tense: Use proper verb tenses in your paper. Use past tense, to present those events that happened. Use present tense to indicate events that are going on. Use future tense to indicate future happening events. Use of improper and wrong tenses will confuse the evaluator. Avoid the sentences that are incomplete.

17. Never use online paper: If you are getting any paper on Internet, then never use it as your research paper because it might be possible that evaluator has already seen it or maybe it is outdated version.

18. Pick a good study spot: To do your research studies always try to pick a spot, which is quiet. Every spot is not for studies. Spot that suits you choose it and proceed further.

19. Know what you know: Always try to know, what you know by making objectives. Else, you will be confused and cannot achieve your target.

20. Use good quality grammar: Always use a good quality grammar and use words that will throw positive impact on evaluator. Use of good quality grammar does not mean to use tough words, that for each word the evaluator has to go through dictionary. Do not start sentence with a conjunction. Do not fragment sentences. Eliminate one-word sentences. Ignore passive voice. Do not ever use a big word when a diminutive one would suffice. Verbs have to be in agreement with their subjects. Prepositions are not expressions to finish sentences with. It is incorrect to ever divide an infinitive. Avoid clichés like the disease. Also, always shun irritating alliteration. Use language that is simple and straight forward. put together a neat summary.

21. Arrangement of information: Each section of the main body should start with an opening sentence and there should be a changeover at the end of the section. Give only valid and powerful arguments to your topic. You may also maintain your arguments with records.

22. Never start in last minute: Always start at right time and give enough time to research work. Leaving everything to the last minute will degrade your paper and spoil your work.

23. Multitasking in research is not good: Doing several things at the same time proves bad habit in case of research activity. Research is an area, where everything has a particular time slot. Divide your research work in parts and do particular part in particular time slot.

24. Never copy others' work: Never copy others' work and give it your name because if evaluator has seen it anywhere you will be in trouble.

25. Take proper rest and food: No matter how many hours you spend for your research activity, if you are not taking care of your health then all your efforts will be in vain. For a quality research, study is must, and this can be done by taking proper rest and food.

26. Go for seminars: Attend seminars if the topic is relevant to your research area. Utilize all your resources.



27. Refresh your mind after intervals: Try to give rest to your mind by listening to soft music or by sleeping in intervals. This will also improve your memory.

28. Make colleagues: Always try to make colleagues. No matter how sharper or intelligent you are, if you make colleagues you can have several ideas, which will be helpful for your research.

29. Think technically: Always think technically. If anything happens, then search its reasons, its benefits, and demerits.

30. Think and then print: When you will go to print your paper, notice that tables are not be split, headings are not detached from their descriptions, and page sequence is maintained.

31. Adding unnecessary information: Do not add unnecessary information, like, I have used MS Excel to draw graph. Do not add irrelevant and inappropriate material. These all will create superfluous. Foreign terminology and phrases are not apropos. One should NEVER take a broad view. Analogy in script is like feathers on a snake. Not at all use a large word when a very small one would be sufficient. Use words properly, regardless of how others use them. Remove quotations. Puns are for kids, not grunt readers. Amplification is a billion times of inferior quality than sarcasm.

32. Never oversimplify everything: To add material in your research paper, never go for oversimplification. This will definitely irritate the evaluator. Be more or less specific. Also too, by no means, ever use rhythmic redundancies. Contractions aren't essential and shouldn't be there used. Comparisons are as terrible as clichés. Give up ampersands and abbreviations, and so on. Remove commas, that are, not necessary. Parenthetical words however should be together with this in commas. Understatement is all the time the complete best way to put onward earth-shaking thoughts. Give a detailed literary review.

33. Report concluded results: Use concluded results. From raw data, filter the results and then conclude your studies based on measurements and observations taken. Significant figures and appropriate number of decimal places should be used. Parenthetical remarks are prohibitive. Proofread carefully at final stage. In the end give outline to your arguments. Spot out perspectives of further study of this subject. Justify your conclusion by at the bottom of them with sufficient justifications and examples.

34. After conclusion: Once you have concluded your research, the next most important step is to present your findings. Presentation is extremely important as it is the definite medium through which your research is going to be in print to the rest of the crowd. Care should be taken to categorize your thoughts well and present them in a logical and neat manner. A good quality research paper format is essential because it serves to highlight your research paper and bring to light all necessary aspects in your research.

INFORMAL GUIDELINES OF RESEARCH PAPER WRITING

Key points to remember:

- Submit all work in its final form.
- Write your paper in the form, which is presented in the guidelines using the template.
- Please note the criterion for grading the final paper by peer-reviewers.

Final Points:

A purpose of organizing a research paper is to let people to interpret your effort selectively. The journal requires the following sections, submitted in the order listed, each section to start on a new page.

The introduction will be compiled from reference matter and will reflect the design processes or outline of basis that direct you to make study. As you will carry out the process of study, the method and process section will be constructed as like that. The result segment will show related statistics in nearly sequential order and will direct the reviewers next to the similar intellectual paths throughout the data that you took to carry out your study. The discussion section will provide understanding of the data and projections as to the implication of the results. The use of good quality references all through the paper will give the effort trustworthiness by representing an alertness of prior workings.



Writing a research paper is not an easy job no matter how trouble-free the actual research or concept. Practice, excellent preparation, and controlled record keeping are the only means to make straightforward the progression.

General style:

Specific editorial column necessities for compliance of a manuscript will always take over from directions in these general guidelines.

To make a paper clear

- Adhere to recommended page limits

Mistakes to evade

- Insertion a title at the foot of a page with the subsequent text on the next page
- Separating a table/chart or figure - impound each figure/table to a single page
- Submitting a manuscript with pages out of sequence

In every sections of your document

- Use standard writing style including articles ("a", "the," etc.)
- Keep on paying attention on the research topic of the paper
- Use paragraphs to split each significant point (excluding for the abstract)
- Align the primary line of each section
- Present your points in sound order
- Use present tense to report well accepted
- Use past tense to describe specific results
- Shun familiar wording, don't address the reviewer directly, and don't use slang, slang language, or superlatives
- Shun use of extra pictures - include only those figures essential to presenting results

Title Page:

Choose a revealing title. It should be short. It should not have non-standard acronyms or abbreviations. It should not exceed two printed lines. It should include the name(s) and address (es) of all authors.



Abstract:

The summary should be two hundred words or less. It should briefly and clearly explain the key findings reported in the manuscript-- must have precise statistics. It should not have abnormal acronyms or abbreviations. It should be logical in itself. Shun citing references at this point.

An abstract is a brief distinct paragraph summary of finished work or work in development. In a minute or less a reviewer can be taught the foundation behind the study, common approach to the problem, relevant results, and significant conclusions or new questions.

Write your summary when your paper is completed because how can you write the summary of anything which is not yet written? Wealth of terminology is very essential in abstract. Yet, use comprehensive sentences and do not let go readability for briefness. You can maintain it succinct by phrasing sentences so that they provide more than lone rationale. The author can at this moment go straight to shortening the outcome. Sum up the study, with the subsequent elements in any summary. Try to maintain the initial two items to no more than one ruling each.

- Reason of the study - theory, overall issue, purpose
- Fundamental goal
- To the point depiction of the research
- Consequences, including definite statistics - if the consequences are quantitative in nature, account quantitative data; results of any numerical analysis should be reported
- Significant conclusions or questions that track from the research(es)

Approach:

- Single section, and succinct
- As a outline of job done, it is always written in past tense
- A conceptual should situate on its own, and not submit to any other part of the paper such as a form or table
- Center on shortening results - bound background information to a verdict or two, if completely necessary
- What you account in an conceptual must be regular with what you reported in the manuscript
- Exact spelling, clearness of sentences and phrases, and appropriate reporting of quantities (proper units, important statistics) are just as significant in an abstract as they are anywhere else

Introduction:

The **Introduction** should "introduce" the manuscript. The reviewer should be presented with sufficient background information to be capable to comprehend and calculate the purpose of your study without having to submit to other works. The basis for the study should be offered. Give most important references but shun difficult to make a comprehensive appraisal of the topic. In the introduction, describe the problem visibly. If the problem is not acknowledged in a logical, reasonable way, the reviewer will have no attention in your result. Speak in common terms about techniques used to explain the problem, if needed, but do not present any particulars about the protocols here. Following approach can create a valuable beginning:

- Explain the value (significance) of the study
- Shield the model - why did you employ this particular system or method? What is its compensation? You strength remark on its appropriateness from a abstract point of vision as well as point out sensible reasons for using it.
- Present a justification. Status your particular theory (es) or aim(s), and describe the logic that led you to choose them.
- Very for a short time explain the tentative propose and how it skilled the declared objectives.

Approach:

- Use past tense except for when referring to recognized facts. After all, the manuscript will be submitted after the entire job is done.
- Sort out your thoughts; manufacture one key point with every section. If you make the four points listed above, you will need a least of four paragraphs.



- Present surroundings information only as desirable in order hold up a situation. The reviewer does not desire to read the whole thing you know about a topic.
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Materials:

- Explain materials individually only if the study is so complex that it saves liberty this way.
- Embrace particular materials, and any tools or provisions that are not frequently found in laboratories.
- Do not take in frequently found.
- If use of a definite type of tools.
- Materials may be reported in a part section or else they may be recognized along with your measures.

Methods:

- Report the method (not particulars of each process that engaged the same methodology)
- Describe the method entirely
- To be succinct, present methods under headings dedicated to specific dealings or groups of measures
- Simplify - details how procedures were completed not how they were exclusively performed on a particular day.
- If well known procedures were used, account the procedure by name, possibly with reference, and that's all.

Approach:

- It is embarrassed or not possible to use vigorous voice when documenting methods with no using first person, which would focus the reviewer's interest on the researcher rather than the job. As a result when script up the methods most authors use third person passive voice.
- Use standard style in this and in every other part of the paper - avoid familiar lists, and use full sentences.

What to keep away from

- Resources and methods are not a set of information.
- Skip all descriptive information and surroundings - save it for the argument.
- Leave out information that is immaterial to a third party.

Results:

The principle of a results segment is to present and demonstrate your conclusion. Create this part a entirely objective details of the outcome, and save all understanding for the discussion.

The page length of this segment is set by the sum and types of data to be reported. Carry on to be to the point, by means of statistics and tables, if suitable, to present consequences most efficiently. You must obviously differentiate material that would usually be incorporated in a study editorial from any unprocessed data or additional appendix matter that would not be available. In fact, such matter should not be submitted at all except requested by the instructor.



Content

- Sum up your conclusion in text and demonstrate them, if suitable, with figures and tables.
- In manuscript, explain each of your consequences, point the reader to remarks that are most appropriate.
- Present a background, such as by describing the question that was addressed by creation an exacting study.
- Explain results of control experiments and comprise remarks that are not accessible in a prescribed figure or table, if appropriate.
- Examine your data, then prepare the analyzed (transformed) data in the form of a figure (graph), table, or in manuscript form.

What to stay away from

- Do not discuss or infer your outcome, report surroundings information, or try to explain anything.
- Not at all, take in raw data or intermediate calculations in a research manuscript.
- Do not present the similar data more than once.
- Manuscript should complement any figures or tables, not duplicate the identical information.
- Never confuse figures with tables - there is a difference.

Approach

- As forever, use past tense when you submit to your results, and put the whole thing in a reasonable order.
- Put figures and tables, appropriately numbered, in order at the end of the report
- If you desire, you may place your figures and tables properly within the text of your results part.

Figures and tables

- If you put figures and tables at the end of the details, make certain that they are visibly distinguished from any attach appendix materials, such as raw facts
- Despite of position, each figure must be numbered one after the other and complete with subtitle
- In spite of position, each table must be titled, numbered one after the other and complete with heading
- All figure and table must be adequately complete that it could situate on its own, divide from text

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The Discussion is expected the trickiest segment to write and describe. A lot of papers submitted for journal are discarded based on problems with the Discussion. There is no head of state for how long a argument should be. Position your understanding of the outcome visibly to lead the reviewer through your conclusions, and then finish the paper with a summing up of the implication of the study. The purpose here is to offer an understanding of your results and hold up for all of your conclusions, using facts from your research and generally accepted information, if suitable. The implication of result should be visibly described. Infer your data in the conversation in suitable depth. This means that when you clarify an observable fact you must explain mechanisms that may account for the observation. If your results vary from your prospect, make clear why that may have happened. If your results agree, then explain the theory that the proof supported. It is never suitable to just state that the data approved with prospect, and let it drop at that.

- Make a decision if each premise is supported, discarded, or if you cannot make a conclusion with assurance. Do not just dismiss a study or part of a study as "uncertain."
- Research papers are not acknowledged if the work is imperfect. Draw what conclusions you can based upon the results that you have, and take care of the study as a finished work
- You may propose future guidelines, such as how the experiment might be personalized to accomplish a new idea.
- Give details all of your remarks as much as possible, focus on mechanisms.
- Make a decision if the tentative design sufficiently addressed the theory, and whether or not it was correctly restricted.
- Try to present substitute explanations if sensible alternatives be present.
- One research will not counter an overall question, so maintain the large picture in mind, where do you go next? The best studies unlock new avenues of study. What questions remain?
- Recommendations for detailed papers will offer supplementary suggestions.

Approach:

- When you refer to information, differentiate data generated by your own studies from available information
- Submit to work done by specific persons (including you) in past tense.
- Submit to generally acknowledged facts and main beliefs in present tense.



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	A-B	C-D	E-F
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<i>Introduction</i>	Containing all background details with clear goal and appropriate details, flow specification, no grammar and spelling mistake, well organized sentence and paragraph, reference cited	Unclear and confusing data, appropriate format, grammar and spelling errors with unorganized matter	Out of place depth and content, hazy format
<i>Methods and Procedures</i>	Clear and to the point with well arranged paragraph, precision and accuracy of facts and figures, well organized subheads	Difficult to comprehend with embarrassed text, too much explanation but completed	Incorrect and unorganized structure with hazy meaning
<i>Result</i>	Well organized, Clear and specific, Correct units with precision, correct data, well structuring of paragraph, no grammar and spelling mistake	Complete and embarrassed text, difficult to comprehend	Irregular format with wrong facts and figures
<i>Discussion</i>	Well organized, meaningful specification, sound conclusion, logical and concise explanation, highly structured paragraph reference cited	Wordy, unclear conclusion, spurious	Conclusion is not cited, unorganized, difficult to comprehend
<i>References</i>	Complete and correct format, well organized	Beside the point, Incomplete	Wrong format and structuring



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ISSN 9755853



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