Transportation in NICERIA

ECONOMICS, POLICY AND MANAGEMENT

EDITED BY

K. U. Nnadi I. C. Ogwude

THE CONTRIBUTORS

- A. Olarinkoye Ajiboye: Author of chapter 3
 Transport Management Unit
 Department of Management Sciences
 Ladoke Akintola University of Technology Ogbomosho
- Usman Owolabi Akeem: Author of chapter 6
 Transport Management Unit
 Department of Management Sciences
 Ladoke Akintola University of Technology Ogbomosho
- Obed B. Ndikom: Author of chapter 2 and 8
 Department of Geography and Environmental Sciences
 Tai Solarin University of Education
 Ijagun Ijebu-Ode
- Kenneth U. Nnadi: Author of chapter 4 and 10
 Department of Transport Management Technology
 Federal University of Technology Owerri
- 5. Martins Megbon O.: Author of chapter 1
 Former NYSC Member
 Nigerian Ports Authority Lagos
- Chinedum Onyemechi: Author of chapter 7
 Department of Transport Management Technology
 Federal University of Technology Owerri.
- Adebambo Olayinka Somuyiwa: Author of chapter 5and9
 Transport Management Unit
 Department of Management Sciences
 Ladoke Akintola University of Technology Ogbomosho.

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CHAPTER 3

OPPORTUNITIES AND CHALLENGES IN THE FIELD OF TRANSPORT AND LOGISTICS MANAGEMENT IN NIGERIA

Ajiboye, A. Olarinkoye

INTRODUCTION

Since the commencement of postgraduate programmes in Transport studies at Ogun State University (Now Olabisi Onabanjo University) Ago-Iwoye, Nigeria in 1992, the question most people ask and which they still ask many students in transport studies today is that are you training to be drivers, garage touts, clearing and forwarding agents etc.? Why this course at university level? Do you need to spend so much resources and time on a course like this when you can learn something better? Very interesting questions but the scripture says my people are destroyed for lack of knowledge (Hosea 4:6a).

Many students, parents, guardians, teachers and counsellors did not fully understand the concept, opportunities and challenges in the field of Transport and Logistics management studies. There is therefore the need

to enlighten the society generally and the students in particular about the positive contributions of logistics and transport to the society.

The focus of the paper is to educate and enlighten the policy makers and the general society especially students, teachers, parents and guidance counsellors about the role of transportation and logistics in socio-economic development of the society and to have an understanding of prospects in building a career in Transport and Logistics Management.

In the light of the above, the paper is structured into six sections. Section one is on the introduction of the paper as well as revealing the objective and coverage of this paper. Section two examines the place of transport in development and section three focuses on the educational and career opportunities in transport and logistics while section four examines the future challenges in transport and logistics industry. The fifth section of the paper concentrates on providing some recommendations towards achieving greater contributions to the society from the transport and logistics component and finally, the sixth section gives the conclusion of the paper.

Transportation: An Impetus to Development

The pivotal role played by transport in the overall development of any country cannot be over emphasized since it is a key factor in all aspects of development. There is hardly any aspect of a nation's development in which transport is not an essential ingredient since there is always

the need to collect, assemble, transfer and distribute products, people and services from one geographical location to another.

Transport is of universal interest to all races, classes or creed. People are always interested or bound to travel for one purpose or the other. It is a social problem for it affects a significant number of people in a way considered undesirable therefore something has to be done to improve or alleviate the problem. The raw materials collected and the items extracted or the manufactured goods are bound to be distributed from place to place before consumption.

Transportation therefore has been rightly seen as a catalyst to development and has become of a particular concern to those at the helm of government as well as the planners. Even though, it is generally concieved according to Onakala (1988) that it is very difficult to measure the exact impact of transport investment on development because of the subtle but complex nature of the role that transportation plays in economic development.

Transport is being regarded in any community-urban or rural, developed or under developed or developing as the engine of growth of such an economy and the role of transportation has been echoed by a renowned transport scholar Munby (1968) when he declared "there is no escape from transport" while Smith (1967) has also remarked that in an exchange economy, transport can be regarded as one landuse that makes other landuses possible. Nonetheless, transport role in the development process is perhaps best summed up in the words of Lord Lugard, the first Governor

General of Nigeria who more than eighty years ago stated that the material development of Africa could be summed up in one word "transport". Transport therefore is an essential keystone of civilization and as society and economic organization have become more complex the need for transport has expanded.

The role of transport is therefore very crucial and a phase in production process which is not complete according to Adefolalu (1977) until the commodity is in the hands of the final consumer. Similarly, the availability of transport facilities which has been identified by Ajiboye (1994) as a critical investment factor that stimulate economic growth through increased accessibility, its efficiency and effectiveness all affect the basic function of production, distribution, marketing and consumption in many ways while it also influence the cost of commodity consumed and the purchasing power of the consumers.

Educational and Career Opportunities in Transport and Logistics Management Studies

This is an attempt to introduce the prospective transport and logistics planners and managers to a field of study which offer both variety and specialization as well as opportunities for work in many different organizations such as Airlines, shipping companies, courier firms, trucking/haulage companies; oil and gas marketing and distribution companies, railways, public transit, pipeline industry, manufacturing and processing companies, armed forces, road safety commission, travel agencies, tour and tourism

companies, seaports, airports, government agencies and ministries, higher institutions, consultancy firms, post office and telecommunications companies, electricity and gas supply industries, warehouse management, air and ship broking, air traffic control and so on. See Appendix II.

Transport management is the technique practice or science of controlling, planning developing and maintaining adequate transport services that meet the individual and corporate's needs. It is also the process of ensuring that people, freight, services and information are delivered to the right place, at the right time and at the right price. The main objective of transport management is to provide a functional and sustainable transport service for the nation and this has to be done by providing a consistent general approach and realistic guide for the operation of transport sector which is described as the engine of nation's economic growth and development.

Logistics and transport management is defined according to the Chartered Institute of Logistics and Transport International (2003) as any activity consistent with the general objects of the institute as stated in the Charter including prejudice to the generality thereof: (i) the administration management, planning, conduct or operation of any of the principal forms of transport, transit, traffic, locomotive, physical distribution, logistics or any activities related thereto; and (ii) the research, development, study, education in or of the art or science of logistics and transport in all its branches.

Career in transport and logistics planning and

management offers a very practical range of openings in a rapidly-changing environment. Management skills and personality are essential factors in success and satisfaction. Management in transport and logistics industry whether concerned with passengers, freight, power or telecommunications is concerned with fulfilling contracts reliably in a very competitive and demanding setting. It will appeal to you if you like to have a clear view of your targets, and to be measured by your success in achieving them.

Career in logistics and transport management can appeal to those who are eager to resolve challenging environmental problem, who enjoy travel and field work, who are attracted by the rigors of research, and who wish to apply their knowledge and training to working on problems ranging from congestion, inadequate parking space, environmental pollution, high cost of transport fare, poor condition of roads, rail lines, airports and scaports, high cost of vehicles, inadequate transport infrastructure facilities among others.

Transport planning and management is a career that you might match your own interests and characteristics against the following important qualities which might aptly describe the effective transport planner and manager. According to Salvatore (1976), the transport planner and manager should be committed to social and environmental changes directed toward meeting the needs and solving the problems of all citizens and community groups, be capable of analyzing complex problems and suggesting realistic and imaginative ways for their solution, be capable of integrating

complex and diverse facts into a unified proposal for action, be able to work with and listen to people's needs, translate those needs into realistic goals, priorities, programs and projects, be able to accept constructive evaluation of program effectiveness in meeting the people's needs, be able to see the whole range of community concerns as well as to focus and specialize on one segment and be able to communicate with clients clearly and effectively both orally and in writing.

Furthermore, modern logistics and transport use a battery of sophisticated methods and require a wide range of skills and personal qualities. These are summarized as good in general numerical skills, a grounding knowledge in statistics and sampling methods, some knowledge of computers and data analysis, good presentation and communication skills, organizational/administrative abilities, a flexible approach both in academic and practical as well as using one's own initiative.

The manpower needs of the nation can only be achieved through education to the extent that the people are guided, trained and directed according to their own interests and abilities, as well as, to the needs of the nation. Experience has shown according to Sofenwa (1982), that a lot of frustration and manpower wastage occur where people are either not sufficiently aware of their own capabilities or not able to utilize such abilities effectively within the context of the society in which they live. The choice of subjects at school, the application of one self and the channelisation of interests and abilities will be more purposeful and more

rewarding if one is aware of one's own professional destination and the opportunities that exist for the realization of personal ambitions. Regardless of the educational requirements of the job you are contemplating, start today to chart your future so that you make it happen. Do not be discouraged.

The efficiency of transport has become a yardstick by which the economic and social development of a country is measured. The transport industry is expanding at a rapid rate and has resulted in an ever increasing demand for professionals with balanced knowledge of the various aspects of transport and logistics planning and management to meet the current challenges and future changes while the success of any nation's transport development is very much depends on the quality and quantity of human resources available to assist in formulation and implementation of transport policy. In the transport sector, three categories of such human resources can be recognized. The first are the professionals which consist of logistics/transport planners, managers and engineers, who are mainly those who possess qualification in the field according to Filani (2003) and they are mostly graduates in such fields as planning, transport, geography, engineering, economics and management while they are those whose job demand substantial familiarity with experience and expertise in "the art and science of transport". The second, are the technicians who qualified in specialized categories of technical knowledge in transport and they include National and Higher National Diploma graduates from the

Polytechnics and specialized institutions in such fields as transport technology, traffic/highway engineering and transport planning while the last group are the artisans and operators which are the largest and consist primarily those whose work involve knowledge and skills which are acquired by training either in technical colleges and trade centers or through private master – craftsmen. The master-craftmen therefore include auto-electricians, auto mechanics, drivermechanics, motor painters/sprayers, panel beaters, spare part and accessory dealers, vulcanizers, welders etc.

A critical appraisal of the human resources available in the transport sector indicates an acute shortage of personnel of the first and second category. This has resulted in an unduly high dependence on foreign experts to carry out planning, design, construction and maintenance work in the transport sector. For the third category, the size is very large and are usually poorly trained and therefore illequipped to carry out those minor but important functions in the transport sector as required by their trade or be part of a programme of quality improvement within the sector.

Nevertheless, all the three categories of personnel required training and retraining in order to cope with the ever changing technology in the transport sector. For instance Filani (2003) cited the work of Adebisi that shows that out of 7870 total manpower in Transport Sector (Rail, Highway, Maritime, Physical distribution and Federal Ministry of Transport) in 1987, 5054 representing 64.2% are in need of training. In 1992 out of 8820 work force in transport sector, 5,995 representing 67.8% needed training in one skill or the other and in 1997 out of 9776 projected

staff, 6667 or 68% of them need to be trained as shown in table 1. With the complexity and magnitude of transport sector the number of work force would have doubled while the training needs would have increased tremendously.

Table 1: Estimated Number of Personnel who have a Training need

SECTOR	YEARS					
	1987	1992	1997	Total		
Rail	2148	2311	2675	7134		
Road	121	1209	1403	3733		
Maritime	777	872	906	2555		
Physical Distribution	3396	3975	4251	11622		
Fed. Ministry of Trans		11/2011		a moder		
and Aviation	428	463	541	1432		
Total Manpower	7870	8820	9776	26466		
Total number with Training need	5054	5995	6667	17716		
Percentage	64.2%	67.8%	68%	66.9%		

Source: Adapted from Balogun (1988) and Filani (2003)

Among the ranks of transport and logistics professionals in Nigeria today such as transport engineers transport and logistics, planners and managers no single degree or discipline predominates. Although the Chartered Institute of Logistics and Transport (CILT) Nigeria Chapter is fighting tooth and nail by proposing bill to the National

Assembly that only Chartered member of the institute are employed as management staff by logistics and transport organizations and into transport related committee at both the Federal, State and Local government levels. Nevertheless, the following disciplines is still predominately common among the managers of transport and logistics industry in Nigeria today. These are Transport Studies, Geography, Economics, Business Administration/Management, Sociology, Mechanical and Civil Engineering. Often a post graduate qualification in transport related studies such as the Chartered Institute of Logistics and Transport (CILT) will also be required and should provide training in research methods and quantitative techniques which may not be adequately developed in an undergraduate programme.

For the training of logistics and transport professionals, the following institutions and universities offer courses ranging from Diploma to Doctorate degrees. See Table 2. For instance Olabisi Oanbanjo University (formerly Ogun State University) Ago-Iwoye offers Diploma and B.Sc. Transport Planning and Management, as well as Post Graduate Diploma (PGD) M.Sc. and Ph.D in Transport studies, Ladoke Akintola University of Technology offer B.Tech Transport Management, PGD and Masters in Transport Management (MTM), Lagos State University, Ojo-Lagos and University of Lagos offer (PGD) and M.Sc. in Transport Studies. The Federal Universities of Technology at Akure, and Owerri offer B. Tech and M.Tech in Transport Technology respectively while Redeemer

Graduate Programmes in Transport, candidates must have the general university requirements in addition to a good first degree academic programme in related fields such as Geography, Economics, Urban and Regional Planning, Engineering, Environmental Studies, Business Administration and others allied subjects.

The job outlook for transport and logistics planners, managers and engineers in Nigeria in the 2000's continues to be promising. This growth depends upon a number of factors such as the fact that transport and logistics planning and management profession is a relatively young and small one while the transport industry is expanding at a rapid rate and has resulted in an ever increasing demand for professionals with balanced knowledge of the various aspects of transport and logistics planning and management. Pre introduction of Post-Graduate Programme in Transport Studies at Ogun State University, Ago-Iwoye in 1992, most Nigerians that have their Master or Doctorate degree got them outside Nigeria and since 1994, the number of students graduating from the growing number of Universities and institutions offering Graduate work in Transport Planning/ Management Studies has increased. For instance, Onakomaiya (2002) in his valedictory lecture revealed that seven hundred had graduated from Ogun State University, Ago-Iwoye with certificate in Post Graduate Diploma and Master of Science Transport studies while in Ladoke Akintola University of Technology about five hundred had graduated with Master in Transport Management and with Post Graduate Diploma in Transport Management since the commencement of their Transport Programmes.

Career in Logistics and Transport does not discriminate against sex. Prior to World War II, few people would have accepted the idea that a woman could be a truck driver, dispatch airplanes, pilot, captain or even command a coast Guard cutter. Today in most parts of the World including Nigeria women are also being hired for many transport related positions which were previously closed to them because of their sex and also receive equal pay with men for performing the same jobs. A recent survey of top executives by Catalyst (1980) revealed that many of the traditional prejudices against women managers are disappearing and the study found out that women executives are performing on the job as well or better than expected and that they are making significant contributions to their companies.

The Future Challenges in Transport Industry

The nation's vitality has always been linked to mobility - from rural dwellers coming to the urban centers, to trailers wagons moving north, luxurious buses moving from west to east and north, and east to north planes fanning out across the ocean and within the country while the vehicles racing into space. Transportation is an engine for economic growth and a link between the regions and the businesses and the people of the nation and the world.

The transportation industry is in a constant state of flux and it is intertwined with the social, political and economic forces in a society and economy. The industry is presently undergoing a tremendous change and at present the government is putting in place a set of interrelated management mechanisms to evolve a meaningful transport planning system to be developed by the Federal Ministry of Transport as an instrument for realistically guiding the sector's activities. The developed transport planning system will be expected to be realistic based on the followings: (i) proper diagnosis of the current situation and of the expected changes, (ii) a realistic cost estimates associated with new projects and (iii) initiatives and matching of the objectives and resources available to secure the execution of identified programme and commitments according to coyle et al (1994).

Our transportation system faces significant challenges as we move ahead in the twenty-first century because of global competition, government budget constraints and increased demand from special interest while the pattern of trade which help to drive transportation are changing more quickly and becoming more complex because of the dynamic global environment that we now have and the changing economic base in Nigeria.

Generally, transportation touches the lives of all Nigeria citizens and residents and as well affects their economic well-being, their safety, their access to people and places and the quality of their environment. When the transportation system does not function well it is a source of great personal well it provides opportunity and economic rewards for everyone.

The current institutional reforms, decentralization and commercialization increase accountability for results achieved as well as the growing complexity of transport system which require new initiatives and result oriented autonomous and accountable management mechanisms. Furthermore, the focus must shift from building the nation's basic transportation systems to adapting and modernizing transportation facilities and services to support economic growth, meet the competitive demands of the international market place, contribute to our national security and improve the quality of life for all Nigerians.

We must have safe and efficient transportation to convey people where they want to go and to move the vast quantities of goods that are produced and consumed while we must broaden the base of support for transportation, reinvigorate investment and tap new sources of ideas and capital to meet growing demand.

Policy Recommendations

It is widely believed that the real objective of transportation is how to move the masses with their goods, in the shortest time possible, at the least possible costs to the individuals and society, with the least possible loss of lives and properties and the least possible disruption to the environment and the ecosystem. Furthermore, towards ensuring continuous possible contributions of transport to the socio-economic development, it is important for us to ensure that the following suggestions are put in place. For instance, it is important for us to ensure that personnel trained and exposed to the tenets, ethics and principles as well as the philosophy of transport education are recruited to manage transport related matters. According to Badejo (1996) this is because such persons are quick to appreciate any policy measure initiated and its implication on the future of transportation for the nation.

Transport and transport education is both capital and labour intensive and as such adequate efforts should be made in providing adequate funds for transport development while funding of education and research in transport studies should be regarded as a major component of economic investments, the dividends of which would come, sooner or later through development that would improve national productivity, efficiency, safety and higher levels of satisfaction enjoyed by users of the various modes of transport.

There should be adequate plans for equipping the departments and centers offering transport related courses as well as the institutions with modern library of its own. The library must be equipped with relevant and latest transport literature books and journals as well as computers for use by the students and staff which will make learning easy.

As Onakomaiya (2002), suggested there is need for the promotion of virile Transport Alumni Association at the various institutions and nationally with views of tapping the good will and support of every growing population of Transport diplomats, graduates and post graduates. This can be done through annual alumni and distinguished merit award and annual lecture series.

Similarly, efforts should be made to reduce astute competition between and within transport modes in Nigeria while the efforts must be made to regulate their activities which will help to minimize competition.

All tiers of government must continue to show continued interest and invest heavily on transportation when the multiplier effects it exerts on the economy is taken into consideration. Furthermore, improved data bank is very essential for proper planning and other logistics purposes in the development process of transportation.

CONCLUSION

Students of transport and logistics programmes are advised to see the need and appreciate the various categories of career opportunities in transport and logistics industry discussed above and not only to earn living but also to contribute positively to the nation's transport industry.

Few industries offer the variety of job opportunities that transportation and logistics does not more importantly, logistics and transportation is a business which places an awesome responsibilities on you. During the years ahead, the lives of many men, women, children and the safety of goods could depend on how carefully and conscientiously you perform your duties.

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APPENDIX I

LIST OF TRANSPORT AND LOGISTICS RELATED JOB TITLE

Academic/Lecturer/Researcher

Air hosts/Hostesses

Carrier

Circulation Officer/Manager

Customs Inspectors

Customs patrol Officer

Deport Officer/Manager

Distribution Officer/Manager

Documentation Officer/Manager

Driving Instructors

Flight Dispatcher/Attendant

Freight Forwarders

Import/Export Officer/Manager

Long Distance/Local truck Bus

driver

Marine Officer

Marketing/Sales Officer/Manager

Material/Warehouse Supervisor/

Manager

Meteorologist

Operation Officer/Manager

Packer

Passenger Service Officer/Manager

Public Relations Officer/Manager

Purchasing Officer/Manager

Radio Operator

Ramp Service Officer/Manager

Schedule Coordinator

Service Station Superintendent

Supervisor/Manager

Terminal/Station Officer/Manager

Ticketing and Reservation Officer

Manager

Tour & Guide Officer/Manager

Traffic Officer/Manager/Controller

Transport/Aviation/Maritime

Correspondent

Transport/Logistics Executive

Assistant/Manager

Transport/Logistics Planner

Manager

Travel Agent/Officer/Manager

APPENDIX II

LIST OF LIKELY WORKING PLACES IN NIGERIA

Airlines (Local and foreign)

Airport Management (NAMA, NCAO

FAAN, NAHCO)

Armed Forces (Army, Air Force, Navy)

Breweries and Bottling Companies

Bureau Public Enterprises (BPE)

Car Rental Agencies/Companies

Central Bank of Nigeria

Courier Firms (DHL, UPS etc.)

Distribution Companies

Electricity and Gas Supply Companies

(NEPA)

Federal Ministry of Aviation

Federal Ministry of Transport

Federal Ministry of Works

Fin. Institutions (Banks, Insurance

Companies)

Freight Forwarding Association

ANCLEA, IFFN, NAGAFF)

Freight Forwarding Companies

(Local & Foreign)

Government (Federal, State & Loal)

Import and Export Companies

International Organization/Agencies

Joint Maritime Labour Industrial Council

Lagos State Traffic Mgt Authority

Leisure and Recreation Companies

Manufacturing Asso. of Nig. (MAN)

Manufacturing & Processing Indust.

(Transport Dept)

Marketing and Sales Companies

National and State Assemblies

NAFDAC - National Food Drug Addiction

National Inland Waterway Authority

National Maritime Authority

National Export Promotion

Council

Newspaper/Newsmagazine

NEXIM-Nigeria Export

Nigerian National Petroleum Company

(NNPC)

Nigerian Port Authority

Nigerian Railway Corporation

Nigerian Union of Road Transport

Workers

Oil Marketing and Distribution

Companies

Oil Producing and Exploring Companies

Para-Military (Police, Customs,

Immigration, NDLEA)

Polytechnics (Ibadan, NMA Oron)

Research Institute (NISER, NITT)

Seaport Management

Shipping Companies (Local/Foreign)

Standard Organization of Nig. (SON)

Telecommunication Companies - MTN

V. Mobile, M Tel, Globacom, Oduatel

Television/Radio Broad Casting Hourses

Tour and Tourism Companies

Transport Companies (Bus/Haulage)

Travel Agencies

University (OOU, LAITECH, LASU,

UNILAG, FUTO, FUTA)

Warehousing Companies (Private/Public

Wholesale and Retail Enterprises

APPENDIX III

LIST OF SOME TRANSPORT RELATED ASSOCIATIONS AND THEIR ADDRESSES IN NIGERIA

- The Chartered Institute of Logistics and Transport (CILT), Railway Compound, Adekunle. Bus Stop Ebute Metta, Lagos
- Institute of Transport Administration of Nigeria 143 Borno Way, Ebute-Metta (East) Lagos.
- Institute of Freight Forwarders of Nigeria Shippers Plaza, 8th Floor, B. Wing, 4 Park Lane, Off Apapa Club/Liverpool Road, P. O. Box 1575, Apapa, Lagos.
- Nigerian Institute of Shipping
 C/o 78/84 Kofo Abayomi Avenue
 P.O. Box 2962, Apapa Lagos
- Alumni of Post Graduate Transport Programmes in Nigeria c/o Centre for Transport Studies, Olabisi Onabanjo University, Ago-Iwoye Ogun State.