

# JOURNAL of DEVELOPMENT ADMINISTRATION

DEPARTMENT OF MANAGEMENT AND ACCOUNTING  
LEAD CITY UNIVERSITY, IBADAN NIGERIA

ISSN 2006-8484

**VOL. 2 NO 1**  
**AUG., 2009**

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# **ANALYSIS OF THE IMPACT OF TRANSPORT-LOGISTICS ON RURAL PRODUCTIVITY AND DEVELOPMENT IN NIGERIA.**

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## **ABSTRACT**

This paper examines how transport – logistics has effectively and efficiently enhances the productivity of the rural dwellers in the developing economy with Nigeria as a case study. 80 questionnaires were randomly administered to dwellers in the study area and the data collected were analyzed based on simple statistics supported by a series of tables and figures showing percentage and proportional distribution of some variables while the analysis of the ranking was done by giving these values 1, 0.5 and 0 to variables seriously agreed, mildly agreed and no problem accordingly and multiplying them with the number of respondents agreeable to the variables and then sum up.

The results indicate that productivity of rural dwellers are low because of poor and inadequate transport facilities in the study space and improved transportation will therefore encourage farmers to work harder in the rural areas for increased production while the mobilization of the farmers and other allied workers for overall national development is equally facilitated.

**KEYWORD:** Transport-Logistics, Productivity, Rural Development.

## **1.0 INTRODUCTION**

The overall impact of transport-logistic on the socio-economic development of a nation is a matter of particular concern to those at the helm of government as well as planners. It is generally conceded that it is very difficult to measure the exact impact of transport-logistics investment on development because of the subtle and yet complex nature of the role that transportation plays in economic development.



Transport-logistics has been identified as the critical investment sector to stimulate economic growth through increased accessibility provided by transport facilities according to Ajiboye (1994), Ajiboye and Olaogun (2006). In reality many parts of the country particularly the rural areas are not so accessible because of so many reasons. This inaccessibility has reduced the efficiency of agricultural commodity flow from the rural to urban areas.

The goal of this paper however is to explain how transport-logistics has effectively and efficiently enhanced the productivity of the rural dwellers in the developing economy with Nigeria as a case study. Since the evolution of transport has always been linked to economic development and the production of goods and services while it has also contributed to the value added of economic activities, facilitates economies of scale, influences land real estate value and the geographic specialization of region as well as a factor of shaping economic activities and is also shaped by them.

### 1.1 REVIEW OF LITERATURE

Rural community according to Abioye (2009) can be described as the abode of the peasants, farmers, fishermen, the petty traders, the herdsmen or the laborers whose lives are characterized by abject poverty reflected in the lack of employment, poor accommodation, illiteracy, insufficient income to maintain an acceptable standard of living, high mortality rate, poor housing facility and bad road network. However, communities all over the world be it developed or developing, rural or urban require accessibility to supply services, facilities and work. Accessibility therefore depends on infrastructure as well as available and affordable modes of transport for the movement of people and their goods from one geographical location to another according to Ajiboye (1994).

The rural sector is central to Nigeria's development and has close to 80% of the country's population country's labour force are employed in the rural sector and they generate one third of its Gross Domestic Product (GDP) which accounts for about 5% of its total exports according to Federal Ministry of Agriculture and Rural Development (FMARD, 2001). Despite the importance of the rural areas to the country's development they are still characterized by a high degree of poverty, thus referring to them by some degrading phrases as the stagnant sector and their inhabitants as the forgetting majority, the neglect majority and the victims of collective underdevelopment according to Filani (1993). Rural road forms an intrinsic part of rural development strategies, serving as mechanism and catalyst for the development of rural areas, reinforcing development projects according to Titilola (1998). A lot of studies have been carried on the role of transportation on rural development both within and outside the country. Such works including Aloba (1977), Adesanya (1991), Filani (1993), Ogunsanya and Ojetola (1993), Ajiboye (1994, 1995), Odugbemi and Ajiboye (1998), Ajiboye and Olaogun (2006), Ajiboye and Ayantoyinbo (2009). All the scholars



rightly observed that the provision of an extensive, adequate and efficient rural feeder road network is a necessary condition for the collection and exchange of goods and services, the movement of people as well as equitable accessibility of the people to ideas and innovation. Ajiboye (1994) observed that transportation helps in enhancing rural productivity as well as strengthening the socio-economic, cultural and political fabrics of the rural communities while Odugbemi and Ajiboye (1998) see that the efficiency of agricultural and commodity flow from rural to urban areas depends very much on the transport facilities available and in use at that particular point in time. The provision of mobility and accessibility are therefore the main output of a transport system which is made up of transport infrastructures and transport mode which are used to carry people and freight which can either be operated privately or for commercial purpose and are adequately required in the development of the rural areas:

Rural development has been a thorny issue for centuries both in developing and developed countries. It is a concept that is widely embraced in recent years by developing countries but not easily amenable to definition. A careful examination of available literature on it reveals a diversity of definitions that has characterized the phenomena. Rural development should not be taken to mean agricultural development alone according to Odumosu (1999). Therefore it is erroneous to equate agriculture development with rural development but it encompasses, improving the level of living, decreasing inequality in the distribution of rural incomes and urban/rural in balance in incomes and economic opportunities and finally encompasses the capacity of rural sector to sustain and accelerate the pace of these improvements according to Ajiboye (1994).

Lee (1975) however see rural development as a process which involves improving the living standard of the mass of the low-income people residing in rural areas and making this process of their development self-sustaining while Mbagwu (1981) states that the answer to rural development lies in an overall improvement of the quality and life of the rural area. Such

strategy calls for steady urbanization of the rural landscape and economy through; creating urban like employment, bridging rural-urban migration and income differential providing basic infrastructural facilities while William (1985) rounded up by saying that for a viable rural development programme there must be a progressive rural structure to serve as a modern rural occupation. In summary, rural development could be seen as a strategy designed to improve the economic and social life of those who live in the rural areas while there must be expedient flow of goods, information and support services between the rural area and the wider society.

Productivity according to Badenhorst et al (1998) is the ratio between goods and services produced (output) and the resources (input) used to produce them (the output), so as to indicate the productive efficiency with which labour, capital, material and other inputs are combined and used to produce goods and services of a specific quality for the satisfaction of customer needs. Rural productivity is therefore an improvement in quality of lives of rural dwellers A low or



declining standard of living (consumption per capita) in a particular rural area suggests inadequate productivity (production per capita) growth in that area. Although the GDP per capita is actually a measure of the standard of living in that area, it can be used as an indicator of productivity performance because of the above-mentioned relationship between the standard of living and productivity.

## 1.2 METHODOLOGY

The method of investigation for this study involved using both primary and secondary data. The primary was obtained through field survey of the study areas by close observation of spatial development and the rural dwellers while secondary information was collected from Works and Community Development Department of local government areas, Ogun State Rural Development Board as well as the State Ministry of Works and Transport.

A total of 80 questionnaires were administered in ratio 2:3 in Ifelodun and Igbosara – Igbo rural areas of the state constituency to the farmers, farm produce traders and other dwellers. A random table was used to select 10% sample size of the villages for the selected grid squares. In all 34 villages out of 540 villages were selected for the survey. The farming families and households were chosen based on the use of random tables.

The socio-economic effects of the poor rural roads on the activities of the rural dwellers were analyzed from the data collected from the questionnaires which was based on simple statistics supported by a series of tables and figures showing percentages and proportional distribution of some variables while the analysis of the ranking was done by giving these values 1, 0.5 and 0 to variables seriously agreed, mildly agreed and no problem accordingly and multiplying them with the number of respondents agreeable to the variables and then sum up.

## 1.3 THE IMPACT OF TRANSPORT-LOGISTICS ON RURAL PRODUCTIVITY AND DEVELOPMENT

The focus of this section is to identify how transport-logistics affect the rural dwellers both positively and negatively in their socio-economic activities. The more accessible a place is, the more developed the places will be. Therefore, the provision of efficient transport-logistics facilities and services is very crucial to the socio-economic life of a rural area which is endowed with numerous natural and human resources of varying types and quality. The most predominant of these are the farmers who account for 90% of the work force in the rural area with some handful of other professionals who often engage in farming to supplement their incomes.

The poor development of rural roads has many adverse effects on the rural areas as well as on the urban dwellers who are the major beneficiaries of the rural resources according to Olatunbosun (1973). Because of the poor accessibility of



road development many agricultural products are carried by head portage to the point of marketing. This exercise has been described as energy sapping time wasting and relatively unrewarding since many people engaged as porters would have used the better part of their time and energy to engage in some other areas of agricultural activities while often time farmers often lost days per week especially during the harvesting period as a result of poor transportation.

The problem of inadequate and lack of transport- logistic facilities was seen as a serious problem among other problems affecting the productivity of the people (see Table 2). 65 respondents representing 55% concluded that their roads are bad while 27% of the respondents assess and agreed that the roads are very bad and fairly okay. However, 87 respondents representing 73% agreed that the rural roads in the study area are bad and need urgent attention of all the arms of government.

However, the types of crops produced by the farmers and which the farm produce traders buy from the farmers are quite similar in nature. The food and cash crops are cocoa, kola nut, banana/plantain, cassava, maize and melon. Traders come all over Nigeria to buy these produce and the products are taken across the country and the final destinations are mostly the urban centres of Lagos, Ibadan, Abuja, Abeokuta, Ijebu-ode and Kaduna to mention a few. The quantity of products purchased depend on season, availability and cost of products as well as the cost and the availability of transport service while most of the farmers produce for both consumption and commercial purposes and the traders are buying both for consumption and commercial reasons since they mentioned earning money as a factor in addition to growing and buying food crops.

The cost and mode of transporting the products from the farm to the final destination depend on the number of variables such as distance to be covered, size and quantity of goods to be transported and availability of vehicle. However, passenger vehicles, timber-lorries, pick-up vans, motorcycles, bicycles and head portage are the prominent modes of transport mentioned by the respondents.

There are lot of transportation and logistics problems faced by the farmers and the traders in the study area. These problems include seasonality of the roads, high cost of transportation, inadequate and irregular supply of transport facilities as well as inaccessibility of the study area to the outside world. This affected the quantity of production and buying since they are not quite sure of the transportation of the products out of the rural areas while they have lost a lot of money as a result of high spoilage rate, wastage and poor storage facilities which over production and poor transport have caused. The traders and the middlemen in the urban areas often neglect and fail to patronize the small villages in the rural areas for the purchase of agricultural products whenever the above problems occur.

In some of the villages selected for this study, the average distance covered by the farmers and the traders from their farms and collecting centres to the nearest noticable road is 1 to 3 km as shown in Table 1 while the study shows that the more



Distance from the farm to the motorable road, the fewer the people who would use such roads to farm. Similarly, the resultant effect of long distance from motorable road is a further reduction in the sizes of farm holdings. The study however tallies with the observation of Ogundana (1972) when he concluded that only 7.5% of the Ado-Ekiti farms are located at a distance more than 3 km from a motorable road.

Apart from the inadequate supply of transport facilities and high cost of transport which ranked first and second with score total of 80 and 78 respectively. Other factors mentioned by the respondents as hindering the productivity and development of the rural dwellers especially among the farmers are inadequate capital, inadequate storage facilities and inadequate supply of modern production equipments which were ranked third, fourth and fifth with score total of 77.5, 76 and 75.

**Table1: Distance between the farms and the nearest motorable road.**

Distance (km)	Frequency	Percentage
Under 1 km	12	15
Between 1 and 2 km	20	25
Between 2 and 3 km	24	30
Between 3 and 4 km	16	20
Between 4 and 5 km	8	10
Above 5 km	-	-
<b>TOTAL</b>	<b>80</b>	<b>100</b>

Source: Authors' field survey.

Many of the respondents still use the old, energy sapping and crude implements which can be used for small scale production and the few who want to change to modern production equipments could not afford the cost. Furthermore, it is even difficult to bring the equipments to the rural areas because of the low accessibility as perceived by the respondents.

From the analysis of the field survey inadequate supply of fertilizer, high spoilage, inadequate high yielding seeds, problem of pests, animal and diseases, inadequate tillage, lack of productive land and problem of flood and vagaries of weather were also ranked along with the transport- logistics problem as some of the major constraints facing rural dwellers including the farmers with all the respondents agreed to them with score total of 73, 52, 51.5, 25, 16 and 4. They were all rated high as a serious problem confronting the rural dwellers in their production and output.



**Table 2: Constraints to increase production in the rural areas as perceived by the respondents.**

Factor	Serious Problem	Mildly Problem	No problem	Total	Score	Rank
Inadequate/lack of transport facilities	80	-	-	80	80	1
Inadequate finance	75	5	-	80	77.5	3
Inadequate/lack of modern equipment.	70	10	-	80	75	5
Inadequate storage facilities	74	04	02	80	76	4
Inadequate/ lack of fertilizer	68	10	02	80	73	6
Inadequate/lack of high yielding seeds	53	17	30	80	51.5	8
High spoilage rate	42	20	18	80	52	7
Pests/Animals/Diseases	-	50	30	80	25	9
Inadequate/lack of land for farming	-	32	48	80	16	10
Flood and vagaries of weather	-	08	72	80	04	11
High cost of transportation		76	04	-	80	78

2

Source: Authors' field survey

From observation of the study area, it was discovered that there is also a great spoilage of products especially agricultural produce because perishable crops cannot be evacuated from the farms due to poor transport facilities. The wastage that have resulted from inadequate transportation facilities on the national scale have been put at 25% of the total agricultural foodstuff produced as observed and emphasized by Olayide et al (1972), Olatunbosun (1975), Ogunsanya (1987) Odugbemi and Ajiboye (1998). The farmers do claim that a significant wastage often occurs during bumper harvest especially for perishable products. This brings loss to agricultural investment which in turn discourages the farmers from expanding their farm operations. With adequate provision of transport and consequently high returns to investment in agriculture these farmers would have been better encouraged and mobilized to improve productivity in agriculture.

#### 1.4 CONCLUSION

In Nigeria, solutions to rural problems have been approached through so many strategies at both local, state, regional and national levels. Among such are the provision of educational and medical facilities, water supply, electricity, importation and distribution of fertilizers, high yielding seeds and the education of farmers on how to improve their farming techniques. All these policies are very good but accessibility is a necessary precondition for the effective utilization of these facilities.



Improved transportation therefore encourages rural dwellers to work harder in the rural areas for increased production while the mobilization of the farmers and other allied workers for overall national development is equally facilitated.

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