

The Dilemma of Transport Development and Management in Africa

OWOPUTI Adetose Emmanuel

Kanyio Olufunto A.

Department of Transport Management Technology
School of Management Technology
Federal University of Technology Akure, Nigeria.

Abstract

Transport is life. It nurtures life and keeps life going. Generally, Transport is an industry connected web of system meeting particular needs of the people through the inter-related activities and efficient running of modern societies. Transportation industry is the ubiquitous wheel that keeps all other elements as well as the entire system of a country in constant motion. There is no doubt that transport plays an important role in the socioeconomic and political development of any continent. Africa is no exemption. Given the development attention granted the transport sector over the years in Africa, it is highly surprising and embarrassing that the transport sector remains unenviable and retrogressive in all ramifications. The transport sector as it is today in Africa, can therefore be described as a sector that is sick and requires cure, redemption and resuscitation. If it must cope with physical distribution, contemporary travel, logistic, international and local business needs throughout the length and breadth of the continent and with committee of Nations. It is the need to find an enduring solution to the dilemma of transport development and management in Africa that has brought about the research focus of this paper. It is against this background that an attempt is made in this research work to sensitize policy makers, policy advisers as well as all relevant stakeholders on the challenges in the nation's transport industry. The research work gives synopsis of the present state of transport in Nigeria as an example of an Africa country. The use of questionnaires, seminars and Financial budgetary allocations to transport sector in some Africa nations mostly Nigeria, Ghana, South Africa, and Egypt and types of respondents would be surveyed, for national transport development plan, while the finding would be used in trying to solve problems and concluding part of the research work contains possible solutions of actions for meeting the identified challenges.

Keywords: Transportation system, Technology Plan, Development and Management.

Introduction

The pivotal role of transport in the socio-economic development of nations all over the world is well recognized and documented, based on the premise that, transport development and management is facing many challenges. The general inability to allow the sector to contribute to the development and growth of socio-economic activities in this content is a dilemma that has hindered the role transport would have played in the creation of wealth, which of great importance to modern governance, industrial growth and productivity. Transportation in a nation's economy overtime has been likened to the blood circulatory system in the human body, which functionally, is a necessary and major tool in the sustenance of the human life.

In accordance to this background, this research work aims at sensitizing Policy Makers, Policy Advisers as well as all relevant Stakeholders on "The Dilemma of Transport Development and Management". Transport as the engine of development and the level of economic development attained by nations, is often measured by the level of its transport infrastructural development and management policies. Without transport as rightly observed by Filani (1981, 1985 and 2002) and Badejo (2012), farm products will rot, while interaction will be limited to our immediate community and exchange economy will remain rudimentary and simple. Production of goods and services will be low; the market place will be very difficult to connect together.

In addition, the significance of transport was further emphasized by Sir Lord Lugard, who in 1922 summed up the development of Africa ‘that for the Continent to achieve its full potential in a word “TRANSPORT”. He concluded that for Africa to develop, the transport sector must be unbundled and let loose in order to secure accelerated development for Africa and especially Nigeria. There is hardly an activity in any economy that does not involve some aspects of transport. Transport is a key factor in development and it shall continue to play an important role in nation building. “There is no escape from transport” Mumby (1968).

Despite the significant contributions associated with the development of transport worldwide, it has become a monumental problem in Africa. Transport situation in the Continent can be described as being “chaotic”. The level of transport related infrastructures’ failure is very high, depreciating, deteriorating and pathetic. As a result, transport in the continent has become a burden rather than a relief (Badejo, 2009).

Given the development attention granted to the transport sector over the years in Africa, it is highly surprising and embarrassing that the transport sector remains undeveloped and retrogressive in all ramifications (Filani, 2000). The transport sector, as it is today in Africa, can therefore be described as a sick sector which needs immediate cure and resuscitation, if it must cope with contemporary travel, physical distribution, logistics, international and local business needs throughout the length and breadth of the continent and also with the committee of nations.

It is therefore, of paramount need, to find lasting enduring solutions to “The Dilemma of Transport Development and Management in Africa”, and more importantly, what the way out of these observed sicknesses or problems is. It is for this reason, the following issues are discussed in this research work:

The Significant role of Transport in Building a Nation

The important role of transport in the economy of any nation or continent is a complex one. It has both positive and negative effects. The key roles of Transport are;

1. Transporting and movement options.
2. Promotes trade and commerce by providing opportunities for economic interactions to occur unhindered.
3. Creates an endless list of jobs and employment opportunities.
4. Generates huge revenue for the government and other formal and informal stakeholders operating in the transport sector.
5. Accelerates urbanization as well redirects spatial growth and by implication, contributes positively to population growth.
6. Encourages institutional development and growth.
7. Exerts economic of scales and multiplier effect.
8. Supports international relations and peaceful co-existence.
9. Encourages socio-cultural relationship and understanding.

Given the important roles associated with the transport sector, it then has become imperative to provide transport infrastructures, its development and maintenance to ensure that the sector is adequately sustained and made to function so that it can respond to the dynamic nature of the African society and its community especially those relating to mobility, trade and commerce.

An Overview of Transportation Planning and Management

Transportation planning plays a fundamental role in the local, regional or national and continental community’s vision for the future. It includes a comprehensive consideration of possible strategies and evaluation processes that encompasses diverse viewpoints, the collaborative participation of relevant transportation-related agencies, organizations alongside open, timely and meaningful public involvements.

Transportation planning includes a number of steps;

1. Monitoring existing conditions.
2. Forecasting future population and employment growth, including the assessment of projected land uses in the regions and identifying major growth corridors.
3. Identifying current and future transportation problems and needs and also analyzing thoroughly, detailed strategies to address these needs.

4. Developing long-range plans and short-range programs of alternative capital improvement and operational strategies for moving people and goods.
5. Estimating the impact of recommended future improvements to the transportation system on environmental features including air quality.
6. Developing a financial plan for securing sufficient revenues to cover the costs of implementing these strategies.

Transportation Planning must be done cooperatively because no single agency is responsible for the entire transportation system. For example, some roads that belong to the international railway network, highway systems are subject to certain standards and are usually maintained by the state government.

- The Federal governments have special government to government relationships. FERMA (Federal Road Maintenance Agency) has a relationship with other African neighboring governments that is affirmed in treaties, decisions and executive orders. Federal agencies are required to consult with other African nations regarding policy and regulatory matters.
- Carrying out transportation planning and development of the Long-range statewide transportation plan and the nationwide transportation improvement program.

These addresses the policies, strategies and projects for the future;

- A systems level approach by considering railways and transit intermodal connections.
- A projected demand for transportation services over 15 years.
- Cost estimates and reasonably available financial services for operation, maintenance and capital investments.
- Ways to preserve existing transport facilities and make efficient use of the existing systems.

Authorizing Legislation: Enacts legislation that establishes the existing operation of a Federal agency including the amount of money it anticipates to be available to spend or grant to operators of transport programs over multiple years. The amount authorized however, is not always in the end, actually being available to be spent.

Appropriations: each year, in the Federal budget for the next fiscal year, the amount apportioned to each transport mode program is often less than the amount authorized for a given year and the actually available for spending.

Systems Management and Operations: Systems management and operations analyses transportation as an interconnected set of services and systems to improve system performance through better management and use of the multimodal transportation network. What are the requirements for considering management and operations in the transport planning process?

These are the Intelligent Transport Systems (ITS) that are technological tools which can help facilitate a better system;

- Metropolitan Traffic Management Centers
- Traffic Signal Coordination
- Freeway/Arterial corridor Management
- Incident Management Programs
- Special Event Traffic Management
- Emergency Management Strategies
- Price of Transportation Services
- Customer Information Services
- ITS application for Mass Transit
- Traveler Information
- Commercial Vehicle Management

Methodology

Data Collection

Data sources can be classified into two major areas;

• **Primary Sources**

• **Secondary Sources**

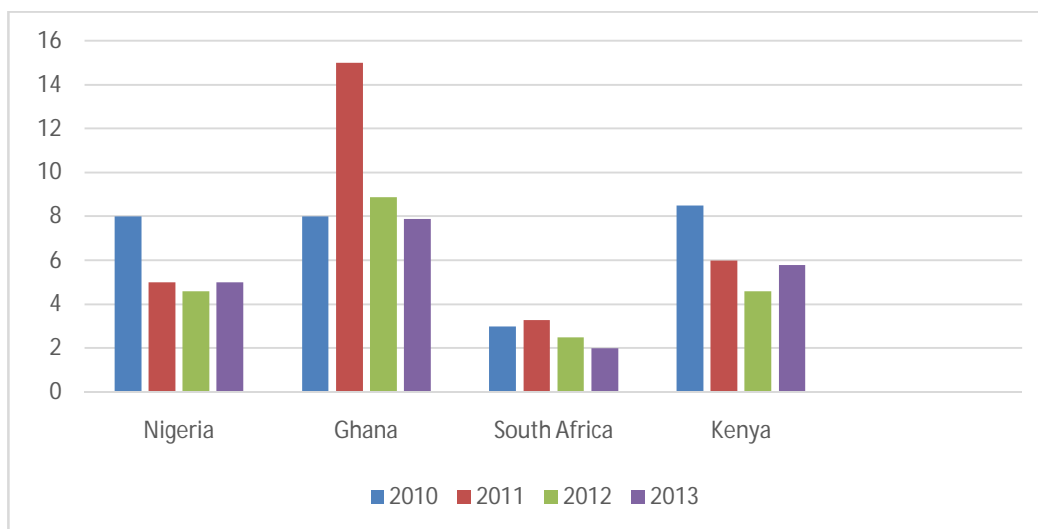
A secondary source refers to data from documents while a Primary source includes direct observations, mails, questionnaires and personal interviews (Nwachukwu, 2005). The initial data for the financial investment and budget of government into transport development was obtained from the Federal government budget estimates and the actual released funds into the transport sector of the Nation. It involves budget allocation to key factors.

As shown in the table (1) and (2) below

There is no doubt that some African countries have made series of efforts and huge sacrifices to ensure that the transport sector is well developed. Unfortunately, the existing situation of the sector has failed to justify the corresponding investments assigned. It is partly for this reason that this research work examined the factors that may be responsible for this mismatch (dilemma or sickness).

Some Africa Countries allocation of Fund to Transport sectors

	2010	2011	2012	2013
Nigeria	856,432,579	565,413,095	463,173,024	532,194,230
Ghana	877,654,900	157,864,950	892,356,771	79,432,072
South Africa	367,987,865	339,867,580	2543,995,842	2978,755,843
Kenya	859,654,879	686,655,453	463,981,547	584,566,942



Source: World Bank

Findings and Conclusion

The Transport sector is described as poor because many communities in the continent today are not connected by functional and responsive transport infrastructures that could alleviate some of their mobility needs (Akpogomah, 2000). The people mostly affected by the poor situation of transport in the country are those based in the rural areas. The African Transport System is believed to be highly deplorable because of the characteristics, attributes and unconventional manners through which the transport sector is made to function due to lack of technology-management skilled manpower. Most journeys are unpredictable and unreliable, while some are unduly prolonged. Hence it is very difficult to plan for any travel in the country. In airline operations, delayed flights and cancelled flights occur always due to poor planning, aviation infrastructures and operations management.

Field report analysis of educational and professional qualifications of operators and managers of transport is given as;

- 10.7% are H.N.D holders
- 58.3% are B Sc. / B Tech. holders
- Less than 12% have professional certificates.

This indicates that planning, policy formulations and executions are being controlled and managed by non-professionals which accounts for a large portion of the diseases troubling the transport Sector. Also, poor financial investment by both private and public organizations in the transport sector is another major disease troubling this sector which needs immediate cure. Corruption, the great evil which has eaten deep into the economic system has reflected in the running of a sustainable transport system in Nigeria and other African nations. This can be observed clearly from the government's yearly budget for transport services which is less than that of any other allocation to other areas.

Table: 2 Budget Allocations to Key Sectors

s/no	Sectors	Total Allocat. (N=Billion)	Total allocat. (N=Billion)	Total allocat (N=Billion)	Total allocat (N=Billion)
1	Defense	58.566	6.55	20.500	4.13
2	Police Affairs	0.689	0.07	0.200	0.04
3	Agricult / Rural Dev.	17.575	1.97	10.595	2.13
4	Water Resource	64.752	7.24	63.752	12.84
5	Industry	11.785	1.32	7.421	1.50
6	Commerce	3.871	0.46	2.269	0.46
7	Power & steel	81.689	9.14	78.397	15.79
8	Solid Minerals	1.980	0.22	1.333	0.27
9	Health	41.020	4.59	25.060	5.05
10	Communication	2.394	0.27	0.477	0.10
11	Environment	1.707	0.19	0.761	0.15
12	Domestic Debt service	100.00	11.18	-	-
13	Education	62.567	7.0	24.800	2.98

Source: 2010 Approved Budget

Transport share transportation is an essential part of human activity, and in many ways from the basis of all socio-economic interactions. Indeed no two locations will interact effectively without a viable means of movement, in many Africa countries inadequate transport facilities are often the norm rather than the exception. Thus a good transport system is essential to support economic growth and development. The problems of African transport system include bad roads, inadequate fleets of buses or trucks or aircrafts, irregular inadequate and overcrowded trains and airplanes and congested ports. These are common features of the developing countries. In line with these are physical problems such as dearth of suitably-trained transport managers and planners, capital restructuring bottlenecks, serious issues of institutional reform and ineffective traffic regulations.

The budget share of transport in the GDP is about 3%. Transport statistics are grouped into four basic categories. Water, Rail, Road and Air transport. Rail is usually the most suitable mode of transportation for heavy traffic flows when speed is also an advantage because of the lower cost per person per load as the train load increases. The policy has engendered the following:- it has made the Nigerian railway corporation a lame duck with total reliance on the government for subvention (ii) A disorganized, unregulated private sector – owned road transport system providing freight and passenger services. The effects of these are: - Traffic congestion on urban roads. Increasing rate of fatal road accidents emanating from bad roads, poorly- maintained vehicles and careless driving, worsening environmental pollution

Table 3: The critical sectors within Nigeria's budget and the implementation rate from 2009 to 2011

sector	2009			2010			2011			Average budget allocation	Average (%)
Agriculture and Water resources	46687	27476	59.01	77894	58544	73.20	7763	3656	47.90	44114	60.04
education	16134	6581	40.83	33363	24412	34.71	6016	2048	34.05	18504	36.53
Health	18211	4727	26.04	33570	32769	97.64	8230	3784	45.98	200003	56.56
Power	43827	5779	13.18	70126	47509	67.80	18134	9347	51.54	44029	44.17
Transport	31405	8725	27.78	44311	22380	50.5	10946	3662	33.58	2887	37.29
Works and housing	130484	49265	37.76	127872	99577	60.19	34048	15612	88.06	97468	62

Source: Budget office of the Federal Ministry of finance; 2009—2011*figures in billions of Naira.

TABLE 1 above illustrates a comparison of percentage of allocation of budget in transport and other priority sectors from 2009 to 2011. Out of the key sectors of the economy: agriculture and rural development, transport, education and works, achieved some targets. Health achieved an average performance rate of 56.56% with an average allocation of 20 billion naira while education achieved an average performance of 36.53 % with an average allocation of 18.5 billion Naira. On the average, with the exception of the health and education sector , transport had the highest budget performance index of 37.29%-- the highest performance rate although this average calculation may demonstrate optimistic picture of the transport sector the lower allocation was to this sector despite its performance . Arguably, because of the wealth related implementation of transport projects, these would be higher (federal ministry of finance, 2010). The ministry of finance argues that the poor performance of the ministries was also due to the poor project management, costing as well as poor planning. But why has budgetary allocation to transport been extremely poor compared to other priority sectors, despite this performance?

Table 5: Some Africa Countries Budget for Road mode

Country	2011	2012	2013	2014	2015
South Africa r million	15,324.3	17,928.8	19,541.5	21,645.3	22,784.9
Ghana c '000	335,960,762	907794236	706,721,937	759453,412	931,657,410
Uganda ('000)	124,086,379	123,361,972	119,474,687	144,239,173	122,364,181

Source: Online data analysis tool (ADHOC SURVEYS) JULY 2015.

The sharp devaluation of the Naira has also aggravated the situation as an increasing number of private car owners are joining the pool of frustrated travelers and commuters. Road transport is the most commonly used mode of transportation in Nigeria today. This is more predominant in Nigeria than in most other African countries because of the poor state of alternative means of transportation by which journeys could have been made and also due to the psychological satisfaction offered by the possession of a car. The importance of water transport statistics depends on the geography of the country concerned. Land- locked communities will be less concerned with water transport statistic than inland or peninsular settlements except perhaps in terms of inland water transport. All the above stated finding issues lead to unemployment and underemployment, poor skilled management manpower, inadequate planning process.

Therefore the aligned to the identified problems in this study, making rules and regulation for both operators and users in relation to proper usage of transport infrastructure in all transport sectors. The federal government should allow each state government to be in care and in control of all roads, ports and jetties, terminal in their state for maintenance and oversea of usage and protection of the infrastructures. A total federal government transport policy should be in place for all mode of transport and all means of transportation all over the country these will allow professional policy formulation, skilled executors, maintenance and users to be monitored and well documented. The federal government should involve all stakeholders in the planning, decision making and formulation of policy so that private organizations would have commitment in the usage, operation, and financial commitment involvement would be more explicit and focused on its agreement. A ten to fifteen year plan programme should be embarking upon as longtime project.

Government should increase its budget for transport and allied sector. The paper has identified issues which hindered the development and management of transport in Africa; some of the factors were poor management skilled professional manpower, for planning, commitment by the government in infrastructure provision especially in air, water and road transportation. The poor integration and management of multimodal transport for easy transshipment, freight-forwarding, Lack of continuity of transport projects by previous administration stemming from political adversely affecting road transportation and inland waterways, high rate of accidents and lawlessness technology. Low value of foreign exchange and poor standard of transportation system.

Road and Rail Management which could have elevated mobility did not work. For the last fifteen (15) years, the rail system has been reducing in its service coverage and trains have reduced drastically from 30 to 4 which only service the one track-way system movement. Building of road and coastal waterways did not see the light of the day in government's budget. Ports and Jetties lacks modern infrastructures that can accommodate vessels and big ships, due to the lack of loading and off-loading equipment which increases the turn-around time at ports and in turn increases costs of shipping management. Lack of hangers for aircraft repairs and servicing has become a really big problem in some major African nations. In Nigeria, there is no national policy governing the use and management of motor vehicles though, every State have different laws, regulations and policies on motor vehicles which is not exactly good enough for the development of transport. This also serves as a hindrance to the development of the multimodal transport system where each of the modes operates separately but with connections to other modes for interchangeable and transferable movements that can ease the transportation of people, distribution of goods, freight management, proper documentation of transport, transport data recording, policy and technological development in transport, infrastructural development that reduces transportation cost, maintenance and sustainable programs.

Conclusion

This paper has identified issues which constrain the development of transport and its management in Africa using some countries within Africa as an examples, the most significant factors were poor commitment by the government in infrastructure provision especially in Terminal, depot, poor integration and poor management of the transport sector to improve multimodal transportation within the countries. Corruption at all sector in level of the nation. Lack of maintainer's culture, insufficient communication within different mode of transport sector. Problem with the continuity of projects developed by past administrations from political or economic reasons. There should be more explicit and focused on its agents.

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