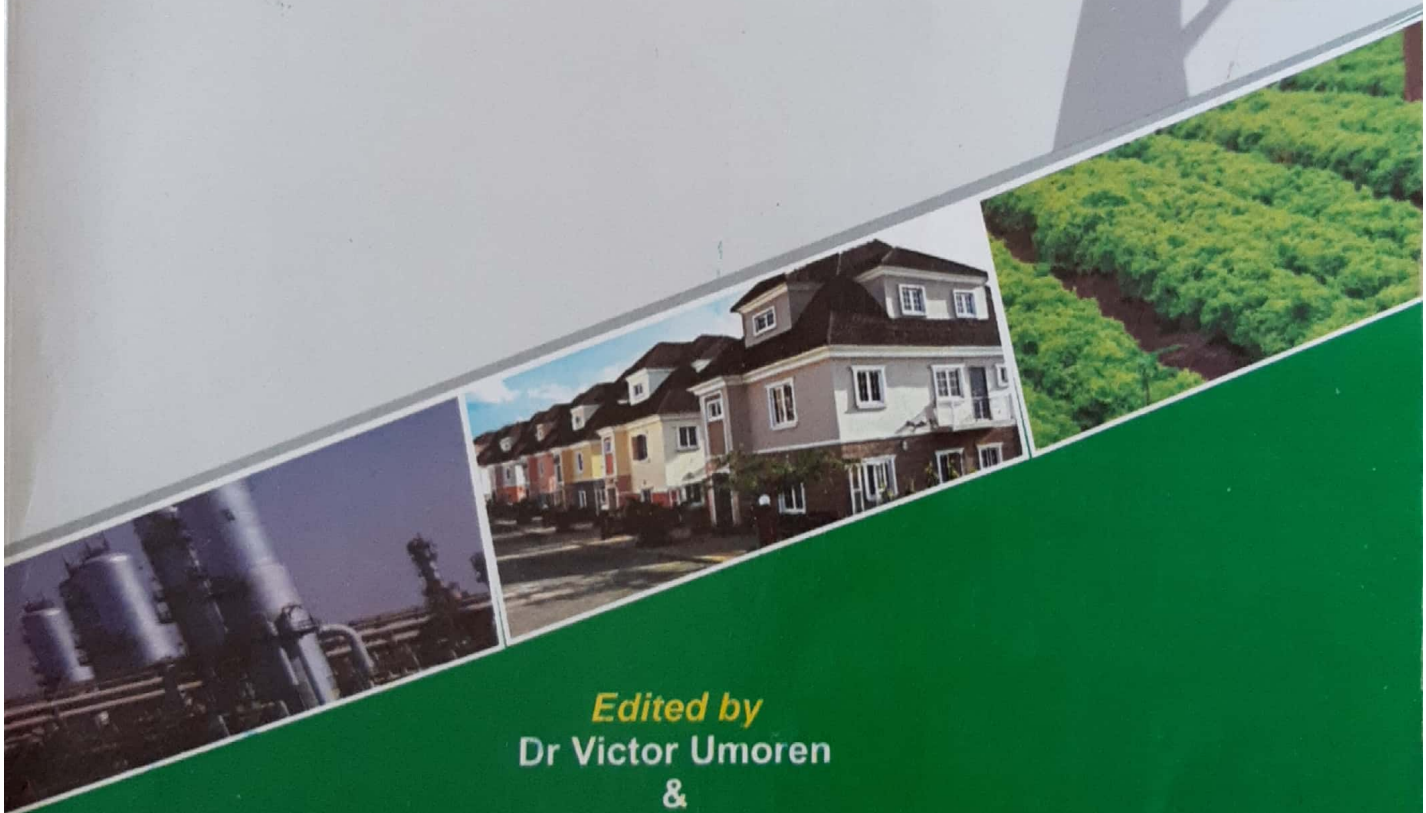
LAND USE MANAGEMENT & ENVIRONMENTAL SUSTAINABILITY IN NIGERIA



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A BOOK OF READINGS

In Memory of Late Professor Joseph Uyanga
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CHAPTER TEN

APPRAISAL OF VISION 20:2020 INFRASTRUCTURE DEVELOPMENT STRATEGIES IN NIGERIA

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Introduction

The significance of infrastructure development in achieving more competitive, sustainable, livable, smart, and resilient cities has been variously emphasized (*Dalakoglou, 2017; Cohen, 2017;* Koh, 2018). Investing in infrastructure is required to stimulate economic growth, create job opportunities, and deliver vital services to a country and the majority of its citizens. It has been estimated that every US Dollar spent on capital projects (in utilities, energy, transport, waste management, flood, defense, and telecommunications) generates an economic return of 5% to 25% (World Economic Forum, 2020). However, that Nigeria is facing acute urban infrastructural deficit is well-known. In many cities, water supply, sewerage, waste management, roads and drainages, electricity and so on are virtually non-existence. Also, the maintenance of the existing ones seems not to receive the desired official attention (Familoni, n.d.). This has been attributed to the fact that urban infrastructural development and management in post-independence Nigeria were characterized by inadequate financing, adaptation of inappropriate standards and legislations, poor and un-sustained maintenance, disjointed administrative framework and uncoordinated efforts (Oluba, 2008). The problem is more compounded by rapid and unrelenting urbanization which the country has witnessed in the last few decades.

Attempts to foster adequate provision of infrastructural facilities in Nigerian cities by the governments at the federal, state and local levels have led to the implementation of several measures which include the establishment of Infrastructural Development Fund (IDF), Urban Development Bank of Nigeria (UDBN), fragmenting of cities into municipalities which later metamorphosed into local governments, formulation and implementation of development plans, rolling plans, perspective plans etc. Although, the efforts yielded modest infrastructural development in a number of cities, but studies have continued to indicate inadequacy, rapid decay, vandalism and non-replicability of the available infrastructure in most Nigerian cities (Foster and Pushak, 2011; Oyedele, 2012; Fidelis, Obasanmi and Ighata, 2014; Orji, Worika, Umofia, 2017). Realizing the centrality of infrastructural facilities to rapid and sustainable socio-economic development of the country, and determined to effectively tackle the infrastructural deficit bedeviling the country, the federal government of Nigeria under President Umar Musa Yar'dua (late) and Vice-President (later president) Goodluck Jonathan in conjunction with the state and local governments in July 2009, launched an all-encompassing policy document tagged "Vision 20:2020". The document emphasizes adequate provision of infrastructural facilities in both

urban and rural areas of the country and, therefore, laid out various strategies aimed at developing these infrastructure and other social and economic sectors with the ultimate goal of placing Nigeria among the top twenty largest economies in the world by the year 2020 (FGN, 2009). Although, the terminal year for the implementation of the policy is this year (2020), but it is pertinent to note that the implementation of the policy was terminated with the exit of President Goodluck Jonathan from office in 2015. However, the succeeding administration of President Muhamadu Buhari despite jettisoning the vision 2020 document has not been able to develop a blue print for infrastructure development in Nigeria. Thus, infrastructural development efforts of the current government have been haphazard, uncoordinated and relatively wasteful with little to show for huge expenditure on these infrastructures. This paper, therefore, seeks to appraise the infrastructural development strategies in Nigeria with a view to determining the efficacy of vision 20:2020 policy on urban infrastructural development as well as the level of successes recorded in terms of infrastructural development for the target period of 2010 - 2015.

The Role of Infrastructure in Urban Development

The importance of infrastructure as instruments of economic development and poverty reduction is reflected in the high level of investment which national governments and international donor agencies put into infrastructure development (Fay *et al*. 2010). Public infrastructure of acceptable quality stimulates the growth of urban basic amenities and a prerequisite for economic and social development of cities. The quality of infrastructure and service provision is important in attracting Foreign Direct Investments (FDIs) with the potential to generate new employment opportunities especially in the urban centres (KPMG, 2012; Singh *et al*. 2013). As observed by Estache (2011), access to a range of basic infrastructure services such as clean water and sanitation is often regarded as an indicator of well-being. Agénor and Moreno-Dodson (2006) also contend that infrastructure services can reduce urban poverty through health improvements, for example, by improving water and sanitation which decreases incidence of illness and associated lack of productivity. Agenor (2011) further reiterates that the provision of infrastructure in urban centres encourages investment, allows for wider movement of goods and services, facilitates information flow and helps diversify urban economy. According to Straub (2008) access to at least minimal infrastructural services is one of the essential criteria for defining urban welfare. Also, lack of adequate and reliable urban infrastructures touches the life of every urban dweller especially the urban poor as every effort to escape poverty and lift themselves above subsistence levels will be impeded by poor access to the basic infrastructure (Bhattacharya, 2012). Thus, investments in infrastructure particularly roads, electricity, potable water supply, health and educational infrastructure will therefore be required to support any anticipated rapid and sustainable urban development. The impact of infrastructure on urban welfare can be explained from three perspectives: first, it has basic consumption value and as such affects utility derivable from existing and budgeted income; second, its availability affects productivity and capacity to earn income; third, it also affects households and national stock real wealth in the entire economy, hence its multiple effects on the quality of urban life (Kim and Kim, 2011).

Assessment of Approaches to Urban Infrastructural Development in Nigeria over the Years

Prior to the advent of colonialism in Nigeria, there was a modest infrastructural planning and development in towns and cities that constitute the present day Nigeria. These infrastructural projects were mainly initiated and executed by the local people through communal efforts under the supervision of their local leaders. Palaces, roads, bridges, market and so on were planned, executed and managed by them and the existence and continued utilization of some of these facilities today attest to their sustainability. However, the advent of colonialism brought with it, disruption in the traditional social system, as well as demands for new infrastructure to meet the needs of colonial administration, hence the involvement of government in infrastructural provision. This was characterized by a deliberate policy of segregation as the Europeans Reservation Areas were given more attention than the native areas in terms of infrastructural provision. The promulgation of Township Ordinance of 1917 further alienated some towns from infrastructural provision, as some towns were categorized into first, second and third class townships. The designated towns were given greater attention than those not in any of these classes in terms of infrastructural provision (Adeyeye, 2010). There was however, a policy shift in 1946 with the launching of ten years development plan by the colonial administration. The plan emphasized the development and improvement of infrastructure in both urban and rural areas, through road construction, telecommunication facilities and expansion of rail track (Olayiwola and Adeyeye, 2005). The primary objective of the plan, being an attempt to exploit the resource base of the rural areas to service the raw materials need of the British manufacturing industry was largely responsible for its failure. Following the adoption of the federal structure in the country in 1952, local government councils were established as a veritable tool to ensure adequate infrastructural provision in both urban and rural centres of Nigeria. The councils could not make any meaningful impact in infrastructural development because of scarcity of funds. As observed by Olayiwola and Adeyeye (2005), the funds allocated to the councils were hardly enough to maintain facilities in the council headquarters let alone initiating new infrastructural projects. This was the situation until the country attained political independence in 1960.

Post Independence Infrastructural Development Strategies

The development planning strategies of the colonial administration was adopted at independence but in a more comprehensive form. Thus, between 1962 and 1985, four national development plans were produced and implemented with infrastructural development tied to these national development plans.

The First National Development Plan (1962-1968): The plan had a total budget allocation of N1.353 billion for infrastructural development of which 91.7% of the budgeted fund was set aside for urban infrastructural development (FGN, 1962). The plan recorded a modest achievement, for instance, it was during the period that Kainji hydro-power station was constructed, but the political crisis that started in the then western region during the period, affected the smooth running of government at federal and regional levels, and consequently hampered the effective execution of the plan (Okowa, 1987).

The Second National Development Plan (1970-1974): The plan was launched shortly after the end of the civil war. It spelt out five principal national objectives meant to achieve a united, just, strong and self-reliant nation (FGN, 1970). Infrastructural development was one of them and the plan allocated about N2 billion for this purpose. The percentage allocation to urban infrastructural was 79.6%. During this period, there was a modest urban infrastructural development nationwide. For instance, about 165 secondary schools were constructed in the then western state. Also, four teaching hospitals were established nationwide, in addition to general hospitals established by the various states of the federation (Okigbo, 1989). It should however be noted that the war-affected-areas received more attention in the plan than other geographical zones because of the need to rejuvenate the socio-economic activities in the war-torn zone. Consequently, there was uneven distribution of investments in infrastructure during the plan period which imposes serious limitations on the plan (Okigbo, 1989)

The Third National Development Plan (1975-1980): The plan was launched during the oil boom era, consequently, a total of N32.855billion was set aside for infrastructural development out of which 78.4% was budgeted for urban infrastructure. The plan allocated N342.5 million for nationwide urban electrification while water supply was to gulp N307.35 million at both federal and state levels (Okigbo, 1989). However, not much was achieved during the plan period probably because of the undue attention on political transition (Olajuyin and Fadare, 1989).

The Fourth National Development Plan (1981-1985): Just as in the previous plan, the fourth development plan gave a considerable attention to urban infrastructural development. The sum of N645 million was allocated for a nationwide urban electrification by the federal government. Also, about 2650 boreholes were planned for construction in several communities nationwide to boost access to potable water supply. Moreover, there was also a provision for construction of about 12,000km of roads to traverse several towns and villages. Despite the captivating target of this plan, with regards to infrastructural provision, there was a big gap between the planned projects and actual achievement (Okowa, 1987).

The Post-Fourth Period (1986-1999): The period witnessed the establishment of key infrastructural development agencies such as, the Infrastructural Development Fund (IDF), Urban Development Bank etc. The purpose of creating these agencies is to facilitate easy access to fund for infrastructural development by state and local governments in the country. In addition, a number of agencies focusing on provision of specific infrastructure were established, this include, the State Electrification Board, Water and Sanitation Agency (WATSAN), State Primary Education Board (SPEB), Petroleum Trust Fund (PTF) among others. These agencies, despite their modest achievement could not make much impact due to some factors which include official corruption, inadequate technical manpower and lack of proper co-ordination between the federal, state and local governments (Oshikoya, *et al.* 1999).

The Millennium Plan Period (2000 to Date): With the formulation and adoption of the Millennium Development Goals (MDGs) by the global community, of which Nigeria is a signatory, infrastructural development strategy has been anchored on this global initiative. This has found expression locally in the National Economic Empowerment and Development Strategy (NEEDS) of the federal government from which the State Economic Empowerment and Development Strategy (SEEDS) for the states and Local Economic Empowerment and Development Strategy (LEEDS) for the local governments were extracted. However, of the three policy documents, only NEEDS has been implemented albeit slowly. Excessive politics, official corruption and inability to have a good grasp of the contents of SEEDS and LEEDS hampered the implementation of the programme at the state and local levels. Attempt to meet the target of MDGs and to tackle the problems associated with NEEDS, SEEDS, and LEEDS is what led to the formulation of Vision 20:2020. This shall be the focus of the next section of the paper.

The Philosophy of Vision 20:2020

The vision 20:2020 is a policy framework designed to clearly set the template for developing Nigeria into one of the top 20 world economic powers by the year 2020. The major target of the policy is that Nigeria's economy must transform from a $245 billion GDP in 2009 to a whooping $900 billion by 2020 (FGN, 2009). To achieve this target, infrastructural development was identified as one of the key areas of concentration. Government believes that the enormous potentials of Nigeria remain largely under-utilized due to the poor state and level of infrastructural development. For instance, it recognized that only about 40% of Nigerians have regular access to clean water, which inadequacy affects food security, sewage systems, manufacturing and production in general. Also, only 35% of Nigerians enjoy regular access to electricity for up to 50% of the time, which has a major adverse impact on most other sectors of the economy. The transportation and communication infrastructure equally required expansion and maintenance to enhance movements, commerce and economic growth. The government also recognized the major challenges to adequate and sustainable infrastructural development which include lack of effective planning and implementation, poor financing, as well as poor maintenance and expansion of the existing infrastructure. To adequately push the policy through, the institutional framework for coordinating the various programmes of action was established. This shall be briefly discussed.

Institutional Framework for Vision 20:2020

For effective realization of the policy, the government has established five main organs for the development and implementation of the programme. These are:

i. The National Council on Vision 20:2020
ii. National Steering Committee (NSC)
iii. National Technical Working Group
iv. Stakeholder Vision 20:2020 Development Committees
v. Economic Management Team

The National Council on Vision 20:2020: This is the apex organ, providing leadership and direction to galvanize the whole programme. It has the president and vice-president as the chairman and vice-chairman respectively. Other members include the senate president, the speaker of the House of Representatives, one governor from each of the six geo-political zones, ministers of finance, national planning, industry, labour, agriculture and water resources, justice as well as the Governor of Central Bank of Nigeria. The responsibilities of the council are to:

i. provide leadership and direction to galvanize the vision 20:2020 process;
ii. approve the core national priorities to guide the bottom-up visioning process;
iii. ensure the quality of the plan document, appropriateness of targets and practicality of strategies;
iv. review the progress of work and give further direction to ensure the attainment of the vision;
v. ensure that all stakeholders are actively involved in the visioning process;
vi. approve a framework for mobilizing resources from private sector and other stakeholders for the development of the plan;
vii. approve a comprehensive planning framework that will enable the annual budgets and medium term harmonized development plans to be in accordance with the aspiration of vision 20:2020; and
viii. issue any other directives that the council may consider desirable to bring about the accomplishment of its tasks.

National Steering Committee on Vision 20:2020: This is the engine room of the visioning process. It consists of about 70 persons headed by the minister of national planning. Other members include deputy governor (Economic Policy) CBN, chairman, federal inland revenue service, Director General (DG) budget office of the federation, representatives of LGAs (one from each geo-political zone), DG NISER, among others. The functions of the committee are to:

i. develop methodology and guidelines for all ministries, departments and parastatals (MDAs), private sector and other stakeholders to facilitate a systematic bottom-up development of vision 20:2020;
ii. propose a comprehensive plan for the country that will enable it to achieve the goal of becoming one of the top twenty economies by 2020;
iii. propose appropriate goals, targets and strategies for achieving the socio-economic objectives;
iv. identify and recommend overall national goals and priorities for the approval of the national council;
v. arrange nationwide dissemination of programmes to pave way for widest buy-in by all stakeholders;

vi. develop a template for the preparation of a result oriented communication strategy that will mobilize stakeholders to action and also to monitor annual progress at the national and state levels including the MDAs;

vii. undertake comparative studies of best practices in the area of long term planning and visionary process;

viii. examine the linkages between the various perspective plans, medium term plans and annual budgets;

ix. recommend a comprehensive and inclusive monitoring and evaluation (M&E) mechanism for monitoring progress, taking corrective actions and promoting feedbacks;

x. commission in-depth research for studies on national priority sectors with a view to providing evidence-based development strategy.

National Technical Working Group for Vision 20:2020 (NTWGs): This group is to provide technical support to National Steering Committee. It comprises of 25 groups of experts for the identified thematic areas, drawn from both public and private practitioners with responsibility, expertise and passion for the area. The report of the working group will serve as input to the work of National Steering Committee and the stakeholders visioning groups. The functions of the group are to:

i. develop a background papers on technical and economic related issues for the use of the National Steering Committee and the stakeholders visioning groups;
ii. articulation of key issues on the state of the economy;
iii. define proposed policy targets, objectives and priorities for sectoral/thematic areas;
iv. prepare the guidelines and template for the communication on progress (COP);
v. work closely with and also assist the stakeholder groups in preparing their vision 20:2020 documents and COPs;
vi. review and evaluate the COPs of stakeholder groups;
vii. be assisted by consultants where necessary to undertake specific studies or research work in order to provide the data necessary for the working groups report;
viii. provide technical briefing on progress of work to the National Steering Committee on regular basis; and
ix. undertake any other assignments that may be designated by the national Steering Committee.

Stakeholder Vision 20:2020 Development Committee: The vision 20:2020 is a bottom-up strategic plan in which each major stakeholder group will prepare its V2020 document based on the guidelines approved by the National Council in line with the national goals and priorities. The committee comprises of 25 stakeholders, which include the state governments, ministries, department and agencies (MDAs) and other key institutions. Each state is equally expected to form its stakeholder development committee. Thus, while the committee at the national level is expected to provide information that will feed into the V2020 plan, the state development committee will generate information that will feed into

the state V2020 documents using the federal guidelines. The responsibilities of the committee are to:

i. Examine background papers on V2020 thematic areas received from the NTWGs;
ii. In-depth review of position papers on specific/related thematic areas;
iii. Preparing feedback reports on major issues to the National Steering Committee;
iv. Generating sectoral and other related inputs for the V2020 plan;
v. Generation of inputs for the state V2020 document; and
vi. Undertake any other assignment that might be assigned by the National Steering Committee.

Economic Management Team: The team serves as think-thank to drive the visioning process. The chairman and vice-chairman of the team are members of the National Council and National Steering Committee on vision 20:2020. The team provides the link between the National Council and the National Steering Committee as well as feedback from both directions.

Proposed Strategies for Urban Infrastructural Development under Vision 20:2020

This section presents a critical analysis of the strategies that have been put in place to facilitate rapid, adequate and sustainable urban infrastructural development under V2020. The implementation and successes recorded so far will equally be assessed. Further discussion will centre on the following infrastructure:

i. Energy – oil and gas
ii. Electricity
iii. Transportation – road, rail, air and water
iv. Education
v. Health

Energy: The energy sector is very strategic to the development of the Nigerian economy. That is why the broad vision for the energy sector is targeted at meeting the demand for energy in all sectors of the Nigerian economy including the energy needs of households in all parts of the country with safe, clean and convenient energy at an affordable cost. The vision statement for the energy sector goes thus: *"By 2020, the energy sector will be the major engine of the nation's sustainable social, economic and industrial growth, delivering affordable and constant supply efficiently to other sectors of the economy"*. The V2020 plan for the energy sector defines the five strategic priorities for the sector which are as follows:

i. Provide necessary commercial and market incentives in order to attract private investments (local and foreign) required to facilitate the necessary energy capacity expansions in a rapidly growing economy;
ii. Consolidation of ongoing structural and economic reforms targeted at establishing effective institutional and regulatory frameworks in the energy sector;
iii. Achieve energy supply by utilizing the nation's renewable energy resources (including wind, solar, hydro and biomass) to diversify the energy consumption mix;

iv. Development of efficient and sustainable energy generation and consumption patterns;
v. Consolidation of ongoing local content campaign by expanding linkages to other sectors of the economy.

Based on these strategic priorities for the energy sector, policy objectives have been developed for each of the major energy sources (oil and gas) in Nigeria to ensure that the energy sector is able to support the achievement of Nigeria's vision 20:2020 intent.
Oil – Nigeria currently has the 10th largest oil reserves in the world and oil has been the most valuable economic asset and non-renewable resource. It was envisaged that oil will continue to dominate the global energy mix to 2020, accounting for close to 35% of the total energy demand (USES, 2005), the strategies for the development of the Nigeria's oil industry are as follows:

i. *Provision of appropriate fiscal incentives to attract investments in oil exploration, at the same time ensuring reasonable returns for the nation.*
ii. *Development of a reliable steel industry to cater for the demand of the oil and gas industry, thereby developing deep functional linkages between the oil and gas, and mining industries.*
iii. *Enhancement of the in-country capacity for the fabrication of steel structures used in the oil and gas industry;*
iv. *Strengthening the relevant agencies in order to ensure the enforcement of appropriate standards and entrench global standards and principles in the Nigerian oil and gas sector;*
v. *Deregulation and liberalization of the downstream sector;*
vi. *Partial privatization of old distribution assets owned by the government; and*
vii. *Implementation of alternate funding schemes, such as third party financing and venture capital financing for current joint ventures.*

Gas: Nigeria has the 7th largest gas reserves at 187TCF with potential to grow to as much as 600TCF with dedicated gas exploration (USES, 2005). However, Nigeria's domestic gas industry is currently in the embryonic state. Specific strategies proposed to facilitate dedicated exploration of natural gas and encourage it utilization in all sectors of the economy include:

i. *Development of a long term gas pricing strategy to attract foreign direct investment (FDI) in the domestic gas sector;*
ii. *Development of appropriate fiscal scheme to ensure affordability of liquefied gas in the domestic market including manufacture of cylinders and cookers;*
iii. *Complete establishment of the strategic gas aggregator to manage the implementation of the domestic reserves and production obligation and the aggregate price in the domestic gas market in the short term.*

Apart from the commissioning of gas project in the Niger Delta to supply Papalanto power project and the commissioning of Olorunsogo and Efunrun green projects, much has not been achieved in the oil and gas sector of the economy. The petroleum industry bill (PIB) developed to facilitate the realization of some of this plans have been in the national assembly since 2009. Also, the persistent oil and gas pipelines vandalism in virtually every part of the country but more importantly in the Niger-Delta area have greatly impeded the

ability of the government to attract foreign direct investment (FDI) in the sector. Oil and gas are very central to the development of Nigerian economy in general and urban economy in particular because, urban centres are where these products are mostly consumed. Looking at the vision strategies for the development of this sector, one would say they are ambitious. For instance, the planned opening up of the investment space for the private investors to come in will surely generate employment opportunities for most urban dwellers and generate more income for the government through tax and royalties from the new companies that will emerge. It will also make the products available in many urban centres, because, the private companies will see to efficient distribution of their products. The challenges of the sector need to be speedily addressed in order to effectively push the vision through.

Electricity: Analysis of the power generation capacity required to support the V2020 as revealed by the document shows that by 2020, Nigeria will need to generate electricity in the range of between 25,000MW to 40,000MW. This is based on the assumption that the country will make a less energy intensive growth path (energy intensity of less than 0.4) with lower electricity consumption. In order to meet this target, the following strategies are to be pursued:

i. *Complete privatization of the generation and distribution assets currently owned by the government to ensure effective service delivery;*
ii. *Creation of a government agency which will serve as a one-stop shop for private investors interested in power generation and distribution;*
iii. *Establishment of management contracts with private companies for the development and operation of the transmission network whilst retaining the ownership by government;*
iv. *Establishment of a coordinating agency for alternative energy development;*
v. *Massive public campaign towards promoting efficient usage of electricity and energy conservation;*
vi. *Introduction of discriminating tariffs to encourage low electricity utilization in households;*
vii. *Harnessing alternative energy resources – hydro, solar, wind, biomass, coal and nuclear in order to reduce the country's reliance on gas fixed power plants.*

There has not been any appreciable improvement in power generation as the current amount of power generated daily still lucks around 3500-4000MW. This is not different from the amount generated in the pre-V2020 era. However, major success was recorded in the privatization of the Power Holding Company of Nigeria which was unbundled into 18 successor companies: six generation companies, 11 distribution companies covering all 36 Nigerian states, and a national power transmission company. Although, it has been observed that the positive impact of the privatization could take between two to three years to be felt (Joe, 2013), notwithstanding, it is expected to bring about the desired improvements in power generation as envisaged by V2020. It is pertinent to note that the target generation rate of between 25,000 and 40,000MW may not be achieved, considering the fact that the privatization took over four years out of eleven years of the life of V2020 and the fact that building of power generation and transmission facilities takes time to complete. Furthermore, the proposed introduction of discriminatory tariffs may be to the disadvantage of the poor, because as it's usually practiced in Nigeria, any programme designed to improve the well-being of the populace especially the poor is usually on the

long run executed to the benefit of the influential people in the society. For the sake of justice, the much touted pre-paid metering system should be pursued to its logical conclusion. This will serve both the poor and the rich better than discriminating tariffs. The plans for electricity supply as highlighted above, if sincerely executed will definitely bring about desired electricity supply in the country.

Transportation: The broad goal for transport sector is to evolve an integrated and sustainable transport system that is safe, intermodal and in line with the global best practices by the year 2020. In line with this vision, governments at all levels are expected to provide adequate infrastructure and services, for even socio-economic development of the country and to ensure the provision of safe, efficient and cost-effective transport services. They are also expected to develop the capacity to sustain and continuously improve the quality of transport infrastructure and service delivery in the country. To achieve this, strategies have been developed for the various transport modes – road, water, air and rail.

Road Transport: To achieve efficient road transport system, the following strategies are to be pursued:

i. *Increase road density of the country from 0.12km/sqkm to 2km/sqkm;*
ii. *Provide public transport for passengers and goods in all urban and rural communities;*
iii. *Upgrade all roads leading to our borders to dual carriage ways with three lanes each way.*

Much has not been achieved in the road transport sector. While it may be argued that the road length has increased from about 195,000km in 2009 to 200,000km in 2017, only 15% of these are paved (NBS, 2019). This has been attributed to budgetary allocations which have proved inadequate to fund road infrastructural development. On the average, the annual funding requirement is estimated at N500bn over the next ten years against an average budgetary allocation of N120bn. In 2012 alone, out of the N133bn budgetary allocation for road infrastructure development only N102bn was released with a shortfall of N21bn unimplemented (FMW, 2013). These shortfalls have proven to have dire negative consequences on the development of road infrastructure. Furthermore, it has become imperative for the Federal Government to source for alternative means of funding in order to achieve its objective of keeping roads in good condition and achieve its V2020 plan. It should be noted that although, the federal roads account for only about 17% of the total national road network but accommodate more than 80% of National vehicular and freight traffic.

Rail Transport: The strategies for the development of rail transport in Nigeria are to:

i. *Modernize and increase railway network density from 87.89 to 184.52km/10,000sq.km;*
ii. *Provide well-serviced stations in locations along the rail line at 25km intervals maximum;*
iii. *Provide standard gauge rail link to all sea ports, river ports, fuel ports, inland container depots, and free trade zones;*
iv. *Extend standard rail gauge to the country's border; and*
v. *Provide local, limited and express trains to ensure carriage of passengers and goods within the country.*

In 2012, the government successfully brought back to life the moribund rail transport. Currently, Lagos-Kano and Portharcourt-Enugu passengers and freight rail operations are fully on course. Nigeria has a total track length of 3505 km which has been fully rehabilitated. However, most of the network is old narrow-gauge single track running diagonally across the country, no operating standard gauge, and almost no double track in the existing system (Odeleye, 2004). The 277 km standard gauge rail line project under construction between Itakpe via Ajaokuta to Warri, which is now over 80% completed, is the only standard gauge (NRC, 2013). The Federal Government has also commissioned a reconnaissance survey on the construction of standard gauge from Benin to traverse the entire Niger-Delta region down to Portharcourt. The V2020 plan for rail transport seems to be on course, the government only needs to step up its activities in this sector in order to meet the target set in the V2020 document.

Air Transport: For the development of air transport, the following strategies are to be implemented:

Increase the number of airports from 21 to 37 to cover all state capitals and the FCT;

i. *Provide domestic air services to all state capitals;*
ii. *Upgrade the four international airports and seven border airports to operate continental routes to African cities;*
iii. *Register indigenous airlines to operate international routes and provide fiscal incentives.*

No new airport has been added to the existing 21. There has however been an upgrade of four airports to international status in addition to the previous four: Enugu Airport; Calabar Airport; Sokoto Airport and Maiduguri Airport (FAAN, 2013). Thus, the country now has eight international airports. Of the new international airports, Sokoto, Maiduguri, and Calabar are border airports. It is obvious that a modest achievement has been recorded in air transport infrastructural development. A sustained effort in this regard will bring about better air transport services in the country.

Water Transport: Strategies for the development of water transport are:

i. *Provide quarry aprons and jetties at all settlements along the waterways;*
ii. *Create four new deep seaports at Epe-Lekki, Brass, Bony and Badagry;*
iii. *Commence shipping operations at the new seaports; and*
iv. *Provide adequate port complexes including Ro-Ro facilities.*

A major achievement of the government so far is the dredging of lower River Niger from Warri in Delta State to Baro in Niger State, which covers an estimated 572km in eight states namely; Kogi, Niger, Edo, Delta, Anambra, Imo, Rivers and Bayelsa is divided into five lots with several bifurcations -capital dredging works, maintenance dredging works, River training works (installation of navigational aids) and community development works. The dredging project which was inaugurated in September 2009 was successfully completed in June 2011 and maintenance dredging started immediately and as at today a reasonable portion of the maintenance dredging has been completed (Dredging Today, 2012). In addition, navigational aids have been installed in the dredged channels while BUOYS to signify safety and sensitive zones and to mark the dredged channels have been installed and laid in all the 5 Lots of the project (Iheke, 2013). The positive result of this

successful dredging is that all the routes from Baro in Niger State to Warri in Delta State are now open and accessible for vessels to move products and goods through these dredged channels to different parts of the country. The plans for transport sector are well thought-out. They have the potentials of ensuring efficient transportation system in the country. For instance, the idea of forging partnership with the private sector in developing the country's transport infrastructure will assist in achieving the vision for the sector. Also, the proposed transport development bank will provide avenue for adequate financing of transport infrastructure in the country, thereby removing the perennial problems of dilapidated roads and decayed port infrastructure usually experienced in the country. However, what is missing in the strategies is the non-recognition of the important role, the grassroots can play in the development and management of this infrastructure.

Health Facilities: The vision for health services is to promote and provide sustainable quality health systems and services for all the inhabitants of Nigeria by the year 2020. This is with a view to ensuring a health sector that supports and sustains a life expectancy of not less than seventy years and reduces to the barest minimum, the burden of infectious diseases such as malaria, HIV/AIDS and other debilitating diseases. To accomplish this goal, the following strategies have been proposed:

i. *Provision of equitable, high quality but affordable health services based on the primary health care (PHC) approach. In other word, PHC which currently serves only 5-10% of the population should, by 2015 serve more than 50% and by 2020, serve not less than 95%;*
ii. *Expansion and strengthening of secondary and tertiary health care coverage to enable them support primary health care, and render adequate and competent tertiary health care comparable to international standards. In order word, there will be at least one general hospital in each local government area, with each hospital having specialists to cover at least the five major disciplines – surgery, pediatrics, medicine, obstetrics, and gynecology;*
iii. *Establishment of national health trust fund;*
iv. *Improvement of the health data base and promotion of research at all levels of health care;*
v. *Increase Nigeria's capacity to manufacture essential drugs, vaccines and consumables from 40% to 80% of national need; and*
vi. *Enhancement and strengthening the availability and management of health resources – financial, human and infrastructural.*

In Nigeria, primary health care is to be provided by Local Governments, secondary health care by State Governments and tertiary health care by the Federal Government. In operationalizing this policy, the Federal Government decided to establish at least one tertiary health institution in each State of the Nigerian Federation (Mohammed *et al.* 2010). Federal Medical Centres (FMCs) were established nationwide in states that do not have the presence of Federal University Teaching Hospitals. The exception to this rule is Lagos State, which has one such centre in addition to a Teaching Hospital. Some state governments have also succeeded in establishing at least one general hospital in each local government area in the state as well as establishing primary healthcare centres in at least each of the wards that make up a local government. What remains to be done now is adequate staffing of these healthcare facilities. Also, most of these facilities particularly

the ones provided by the state and local governments lack adequate equipment and other ancillary facilities, efforts should be geared towards addressing this. "Health is wealth" goes a popular parlance. Which means that for a country to witness rapid socio-economic development, its citizens must be reasonably healthy. Availability and adequacy of health care facilities and the personnel to man these facilities are some of the major contributing factors to good health. The proposed strategies for the development of health sector give hope for a better health system in Nigeria if faithfully carried out.

Education Infrastructure: The vision for education sector is to develop a modern and vibrant education system that ensures the maximum development of the potentials of individuals and promotes a knowledge-driven society that propels the nation's development. The strategies for achieving the stated objective are:

i. *Building of 5000 additional classrooms nationwide per annum for pre-primary education. This is with a view to expanding the provision of early child care development and education from 18% in 2009 to 50% in 2015 and 75% by 2020;*

ii. *Increase net enrolment from 61.5% to 100% into primary schools by 2015 for both boys and girls by constructing and furnishing additional schools in all LGAs on the basis of need;*

iii. *Increase the number of primary school leavers who transmit to junior secondary school from 44% in 2009 to 100% for boys and girls, through increased funding and construction of more classrooms;*

iv. *Facilitate access to senior secondary schools by 70% and increase enrolment in vocational colleges to 65%. This is to be done by building and equipping 11,000 classrooms per annum to accommodate more secondary schools entrants. In addition, there would be provision of good road network, construction of more offices, toilets and recreational facilities in all schools. Also, there will be un-interrupted supply of electricity, provision of adequate potable water as well as provision of ICT facilities;*

v. *Expand access to higher education by expanding and improving infrastructural facilities in existing tertiary institutions. There will be a 100% increase in the number of infrastructures including sporting facilities.*

The federal government succeeded in establishing additional eleven universities across the country between 2011 and 2013 and three more between 2015 and 2018. Also, sixteen state-owned universities have been approved between 2010 and 2017. This will hopefully provide opportunities for about 100,000 admission seekers annually and ultimately expand access to higher education. There has also been the strengthening of private participation in the development of education infrastructure with the licensing of 39 more private universities between 2011 and 2019 (NUC, 2020). This brings to 174 the total number of universities in Nigeria. In addition, about 100 alimajiri schools and 100 nomadic schools have also been established (FME, 2018). The achievements in the education sector especially in higher education so far have been very encouraging, but expansion of facilities in the existing universities has not been given a desirable attention by both the federal and state governments. This is necessary in order to achieve the goal of V2020 in education. However, the proposed construction of 5000 classrooms across the country is

yet to be implemented, this may constitute a serious set-back to the full realization of the V2020. The goal of achieving education for all requires adequate provision of education infrastructure. The proposed strategies in the vision 2020 policy have the potentials to meet the goal, if the strategies are faithfully implemented.

Implementation and Monitoring Agencies

The strategies for the development of various sectors of the economy discussed above are to be implemented by the relevant ministries and parastatals at the federal and state levels while the appropriate department at the local government level shall ensure the implementation of the strategies at the local level. Also, private sector shall partner with the ministries and parastatals for the implementation of the plan.

Funding Sources

The federal, state and local governments are to provide funds for the implementation of the plan. Additional funds are to be sourced through public-private partnership schemes which may enhance the sustainability of the projects funding.

Conclusion

With the launching of vision 20:2020, Nigeria declared her intention to be among the economic giants of the world by the end of this decade. Infrastructural facilities are among the most important requirements to accomplish this. Adequate and sustainable infrastructural development in the country's urban centres is critical in this case because, urban economic development holds the key to development of national economy. The previous administration started well in the implementation of the policy in some sectors but visible laxity is noticed in some. However, outright jettisoning of the policy by the current government appears to be counter-productive as the infrastructure development of this administration has been haphazard, uncoordinated, expensive, too slow and in the long run unsustainable. It is our considered opinion that, most of the proposed infrastructure development strategies in the policy document are capable of tackling the current infrastructure deficit in the country, thus putting the country on the path of economic growth. We believe if the present administration can adopt the document as the guiding policy for infrastructure development and improve on the modest achievements of the predecessor, the three years left for this government will witness visible impact in infrastructure development in the country.

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