

ACCESSIBILITY AND FLOW OF AGRICULTURAL COMMODITY IN ORIRE LOCAL GOVERNMENT AREA OF OYO STATE, NIGERIA

ABSTRACT

The study examined accessibility and flow of agricultural commodity in a rural area of Nigeria with a view to determining the effect of transportation on agricultural development in the area. The data used were collected from one hundred randomly selected farmers from five major market centres in the Local Government Area. The road network of the study area was also mapped to determine the level of connectivity of the area. The study showed that settlements in the area are poorly connected. This factor coupled with the deplorable condition of the rural roads have hampered steady evacuation of agricultural produce to the market centres. Movement of agricultural commodities to urban centres was concentrated on the few good roads available using lorries as the main mode. The study recommends that in order to improve the flow of agricultural commodity in the local government, good roads and transport facilities should be provided.

Key words: Rural roads, Agricultural commodity, farmers, market centres, transport facilities.

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ORIRE LOCAL GOVERNMENT AREA OF OYO STATE, NIGERIA**

INTRODUCTION

The role of transport in promoting overall national development cannot be overemphasized. Transportation is one of the most important factors in the development process in any society (Kadas, 1980). It provides the arteries through which the economic life stream of communities flows. This includes the people, information, raw materials and finished products (Hilling, 1996). 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, move or transfer and distribute people and things. Perhaps this is what Munby (1968) had in mind when he declared – “there is no escape from transport”.

Improvement in transport improves mobility. Transport is crucial in the development and growth process of any nation. Good transportation generates additional economic activities and makes existing ones more efficient. In an earlier study on Nigeria and Ghana Taaffee, Morrill and Gould (1963) recognised that in the economic growth of underdeveloped countries, a critical factor has been the improvement of internal accessibility through the expansion of transportation network. Also in 1977, a World Bank Study (Metsctvies, 1979) concluded that where no transport (and no expenditure for transport) exists, all economic activity is reduced to a bare minimum of subsistence (see also White and Senior, 1983).

In the White paper on European Transport Policy for 2001, the Commission for European Communities observed that transport is a key factor in modern economies and a country's transport system needs to be optimized to meet the demands of enlargement and sustainable development. India, in formulating its national transport policy, observed the overriding importance of transport in its national development. Also, in South Africa,

development in transport is seen as a major catalyst to social and economic development in the country.

In Nigeria, although the Rolling Plans of 1993 to 1998 appeared to have neglected investment in the transport sector, the first, second and third National Development Plans gave the transport sector the largest share of revenue allocation (an average of about 22.4 per cent), while in the fourth National Development Plan, transport received 15.2 per cent in the nation's public sector investment programme.

The rural populace constitutes more than 70 per cent in Nigeria and rural resources if properly tapped will lead to a buoyant rural economy. Evidently, if there is no provision for transport to convey the farm products from the rural to urban centres, the cost of farm products in urban centres will be high. The objective of this paper is to examine the transport factor in the flow of agricultural commodities in a rural environment of Nigeria. Admittedly, transport is not the sole creator or promoter of development but one important role of transport is that it is a kind of catalyst for other factors of development.

Accessibility Problem and Agricultural Development

Transportation is a key component of agricultural development. Transportation is important because it is the means of bringing products from the rural areas to the urban centres. Even if a farmer grows enough agricultural items to sell, if there is no way to transport these products to the market, the farmer cannot sell the crops and make money. In many parts of the developing world, problems with roads and infrastructure interfere with farmers' ability to sell their goods.

Because of special characteristics of its products – perishability, seasonality, bulkiness – agriculture is uniquely dependent on a dependable and flexible transportation system. Hine and Ellis (2001) have feared that efficient transport system is critically important to efficient agricultural marketing. They assert that if transport services are infrequent, of poor quality or expensive, then farmers will be at a disadvantage when they

attempt to sell their crops. An expensive service will naturally lead to low farm gate prices (the net price the farmer receives from selling his produce).

Seasonally impassable roads or slow and infrequent transport services, coupled with poor storage can lead to losses as certain crops such as vegetables and milk deteriorate over time. If the journey to market is made over rough roads, then crops such as bananas and mangoes may suffer losses from bruising which may result in lower prices to the farmer. Where efficient and high volume transport and marketing system exists, a consistent high urban and international demand of agricultural products will result. If the margin between what the farmer receives from the sale of his produce and what the urban consumer pays for his produce is high, then the effective demand transferred to the farmer will be correspondingly reduced. Similarly, if internal transport costs in a country are particularly high, then the scope for agricultural exports will also suffer in comparison with other more efficient countries (Hine, 1993). Indeed the pattern of agricultural marketing is strongly influenced by the nature of transport services.

The problem of agricultural production in Nigeria is worsened by the fact that in many parts of the country, most of the rural settlements are not well connected by roads. A lot of the settlements are connected by bush paths which are in some cases not large enough for motor transport. Where motorable roads exist, the problem is further compounded by the poor quality of the roads. They are mostly with untarred surface, narrow width, circuitous alignment and impermanent bridges (Aloba, 1985; Aderamo, 2010).

Many studies have been carried out to determine the effect of transport on agricultural productivity. Ogunsanya (1987) while studying the rural accessibility problem in Oyun Local Government Area of Kwara State, Nigeria found that the poor condition of rural transport system in the area led to food rotting and other storage problems and was responsible for increase in the price of staple foods especially in the cities.

Also, Ogunjumo (1988) identified transport network development as an initial catalyst in agricultural development of Oyo State, Nigeria. He emphasised the development of and maintenance of intra-rural and rural-urban transport network to increase accessibility. He argued that without the development of transport network in rural areas, geographical complementarity on resources endowment and production on the one hand, and areas of demand on the other hand cannot be achieved.

A study carried out in Ghana by the Ministry of Transport to determine the effect of transport cost on agricultural produce found that for Accra, the proportion of transport cost to final market price was 11.0 per cent for maize (420 km) and 25 per cent for tomatoes (360 km) (Hine, Riverson and Kwakye, 1983). Indeed, Ahmed and Rustagi (1987) found that African farmers received only between 30 – 50 per cent of final market prices compared to 70 – 85 per cent received by Asian farmers with most of the difference going on transport costs. Results of these various studies point to the need for a pragmatic approach to the issue of the effect of transport on agricultural development. Undoubtedly, road investment has an important part to play in reducing transport costs, and increasing and improving agricultural productivity.

MATERIALS AND METHODS

The study examined the characteristics of the road network of the local government and the flow of five major agricultural commodities in the study area. Road networks connecting 20 towns were selected for the study. The towns selected on the basis of their population are Adafila; Ahoho Dada; Ajinapa; Alaropo; Alafori; Baba-Eko; Dawodu; Eseke; Igbori; Ikoyi-Ile; Iluju; Ipekun; Isepo; Odo-Oba; Oko-Ile; Oloka; Olokoto; Olorunda; Oolo; Tewure. Fig. 1.0 shows Orire Local Government within Oyo State while fig. 2 shows the road network of the study area. The agricultural commodities selected for the study are: yam; yam-flour; Garri; Guinea-corn; maize.

Both primary and secondary data were used for the study. The map of the Local Government was collected from Oyo State Ministry of Lands and Housing and the road networks connecting the 20 selected settlements were extracted. This formed the source

141 for the collection of data for network analysis of the study area with the 20 settlements
142 taken as nodes and the roads connecting them as the links.
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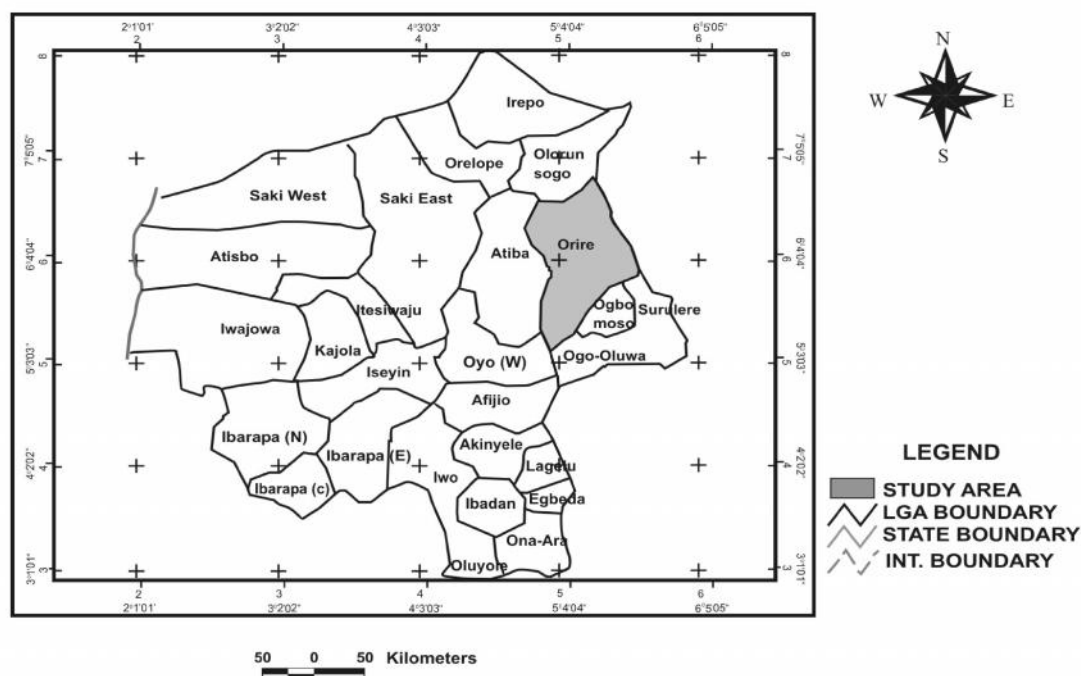


Fig. 1.0: Map of Oyo State Showing Orire LGA
Source: Ministry of Lands and Surveys, Oyo State

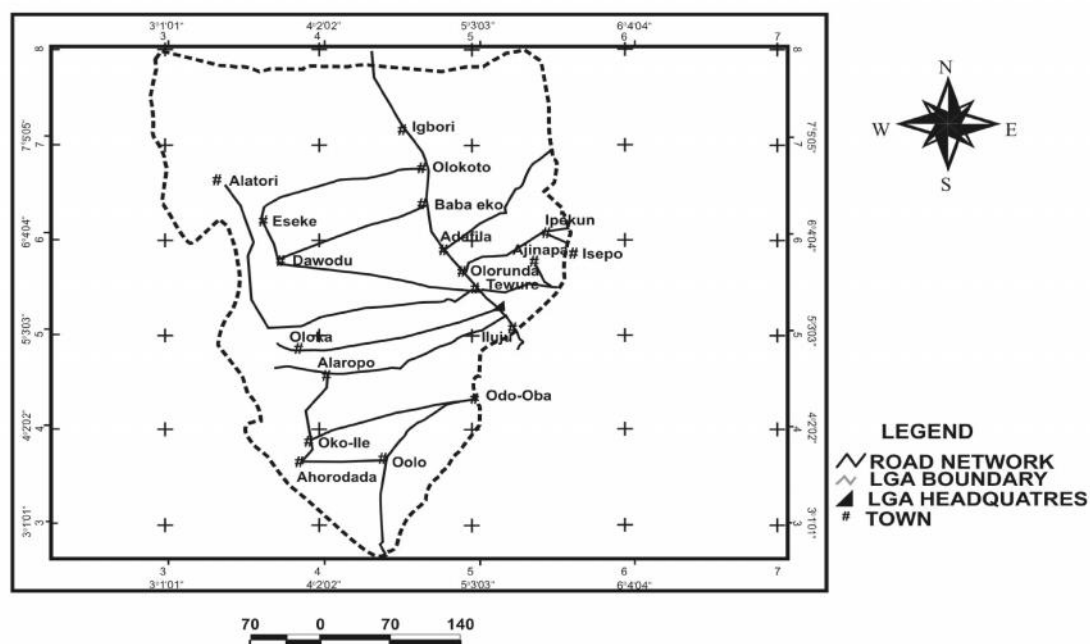


Fig. 2.0: Map of Orire LGA showing Road Network
Source: Ministry of Lands and Surveys, Oyo State

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In respect of data on the flow of agricultural products, five major functional periodic markets in the Local Government Area were selected. These markets are at Adafila; Eseke; Iluju; Odo-Oba; Tewure (fig. 3.0). The markets operate at intervals of five days. Because of the numerous items of produce taken to the markets, the five major items were selected. It is important to note that information about the flow of these products are not available on ordinary days except on market days. This is because of the rurality of the area. On the market days in question, routes in the towns leading to the markets were stayed by the survey teams employed. Information collected from the markets included (a) quantity of goods taken to the market (b) mode of transportation (c) origin of such goods. In the case of goods living the market for urban centres information were collected on the quantity of goods; mode of transportation; destination of goods.

The goods of interest were counted numerically and translated into weights. Yams were counted in tubers and an average weight of 1.2kg attached to each tuber; yam flour were counted in bags of 80kg. They are normally sold in small bowls. These bowls were counted and total weights calculated. Garri was counted in bags of 50kg; guinea corn was counted in bags of 80kg and maize was also counted in bags of 80kg each (table 1.0).

Table 1.0 Conversion Table for Five Selected Agricultural Produce

Commodity	Unit Weight (kg)	Count Weight
Yam	1.2	Tubers
Yam-flour	80.0	Bags
Garri	50.0	Bags
Guinea-corn	80.0	Bags
Maize	80.0	Bags

Source: Orire L.G.A. Marketers

In all, 100 questionnaires were administered. Twenty questionnaires each for the five major markets selected. On this basis, ten questionnaires were designed for the rural farmers who transported their produce from farm to the markets. Ten questionnaires were

also administered to the middlemen who transported the produce from markets to the urban centres. The age of the people interviewed ranged from 17 – 60 years.

RESULTS AND DISCUSSION

Road Condition

Roads in the Local Government can be categorised into four. These are highways, surface roads; earth roads and footpaths. These roads are used for transporting agricultural commodities in the Local Government. The highways are urban-urban routes that link important agricultural areas or big urban centres. They are of 12 metres in width, tarred and motorable throughout the seasons. This category of roads constitute 2 per cent of the total road network in the study area (table 2.0). It can accommodate trailers, lorries, buses and other types of vehicles.

The second category of roads is the surface road with a width of 8.0 metres. They are mostly untarred and constitute about 30 per cent of the road network in Orire Local Government. They are maintained by the Local Government. They provide rural-rural and rural-urban link connecting big villages with each other or with urban centres. This category of roads is usually muddy and not motorable during the rainy season. It can accommodate automobiles.

Table 2.0 Measure of Road Quality in the Local Government

Categories	Road Width (m)	Period of Motorability	Surface Condition	Percentage
1.	12.0	All seasons	Tarred	2.0
2.	8.0	All seasonal	Untarred	30.0
3.	6.0	Seasonal cut-off	Untarred	15.2
4.	3.0	Seasonal cut-off	Untarred	52.6

Source: Authors' Fieldwork

The third category of roads is the earth road, and is of untarred but not motorable during the raining season. It connects mainly the rural settlements and mostly maintained by the local councils in conjunction with the rural communities. This category of roads constitutes about 15.2 per cent of the total road network in the Local Government. The fourth category of access is bush paths which also provide rural-rural links. The bush paths are numerous with an approximate width of 3.0 metres and they are the least developed. They are generally constructed to link villages, hamlets with their farmlands and markets. Typically, these link paths can only permit two people walking abreast. So only bicycles and motorcycles can use these roads. They constitute the dominant proportion of 52.6 per cent of the road network in the study area.

Pattern of Network Accessibility

The representation of the topological characteristics of road networks in graph form has become a widely accepted procedure in the analysis of transportation networks. In such an approach, the network is abstracted into set of nodes (vertices) and set of edges (links) connecting the nodes. Based on this, it becomes possible to enumerate the relationships between the nodes. The information thus derived is used in constructing a set of graph theoretic indices which serve as a standard for comparison of networks (Kansky, 1963). The analysis of such transport network in various countries has revealed a strong correlation between levels of economic development and topological connectivity indices (Berry, 1966; Leung, 1982; Aderamo *et al.*, 2010).

In Orire Local Government, the road network has been abstracted in form of a graph (fig. 4.0). In the graph, there are 35 edges (e) or links and 20 vertices (v) or nodes. In this study, the indices used are the Alpha index (α); Beta index (β) and Gamma index (γ).

 The alpha index (α) is a ratio based on the number of circuit in a network rather than on the number of edges. The measure is most ideal for connectivity measure because its range of definition is a closed interval with the limit of 0 and 1.

The Beta index (β) expresses the number of edges in the network in relation to the number of vertices. Therefore, it may be regarded as indicative of the average number of links leading into and out of a node. The Beta index indicates that every node in the network is linked with at least two routes.

The Gamma index (γ) which is usually expressed in percentage shows the ratio of the number of edges to the maximum which may exist between the number of vertices. The gamma index is bounded by 0 on the lower limit and 1 on the upper limit. The value of 1 describes completely connected networks and lesser values indicate various degrees (or percentages) of connectivity.

Table 3.0 shows the alpha, beta and gamma values obtained for the road network of Orire Local Government.

Table 3.0 Connectivity Indices for Orire L.G.A. Road Network

Index	Formula	Connectivity Value
Alpha (α)	$e - v + 1 / 2v - 5$	0.4
Beta (β)	e / v	1.75
Gamma (γ)	$e / 3(v - 2)$	0.64

Source: The Authors

The indices show that roads in Orire Local Government are poorly connected. These indices have however only assisted us in assessing the effort of the communities and Local Government Council in the construction of low-grade access roads within the Local Government Area.

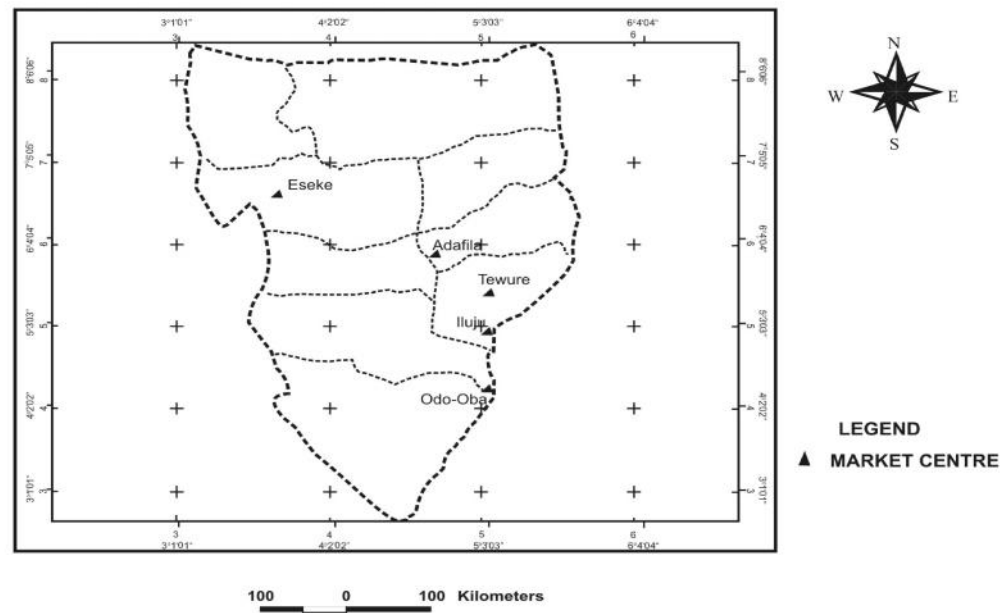


Fig. 3.0: Map of Orire LGA showing the Market Centres
Source: Authors' Field Survey, 2010

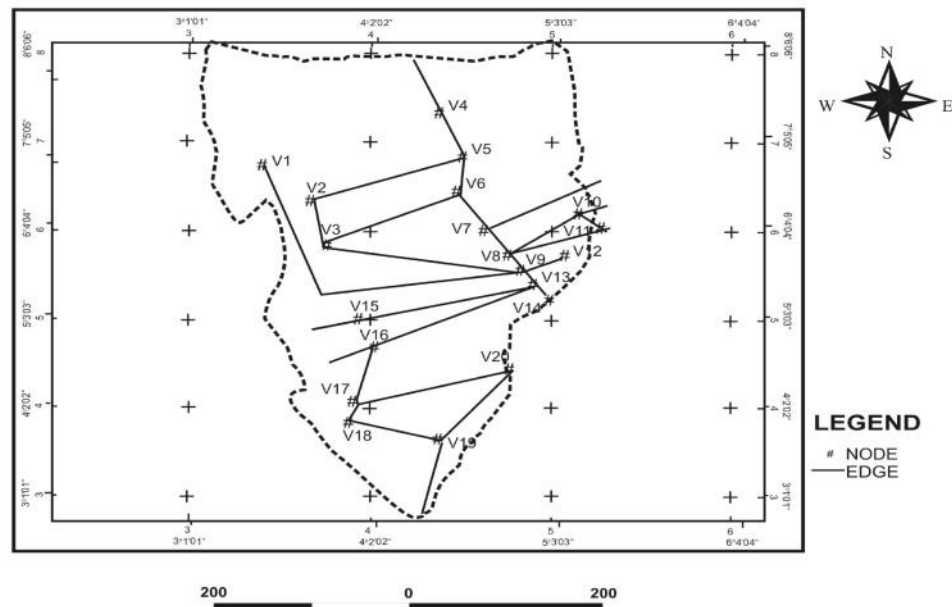


Fig. 4.0: Map of Oyo State Showing Orire LGA
Source: Authors' Field Survey, 2010

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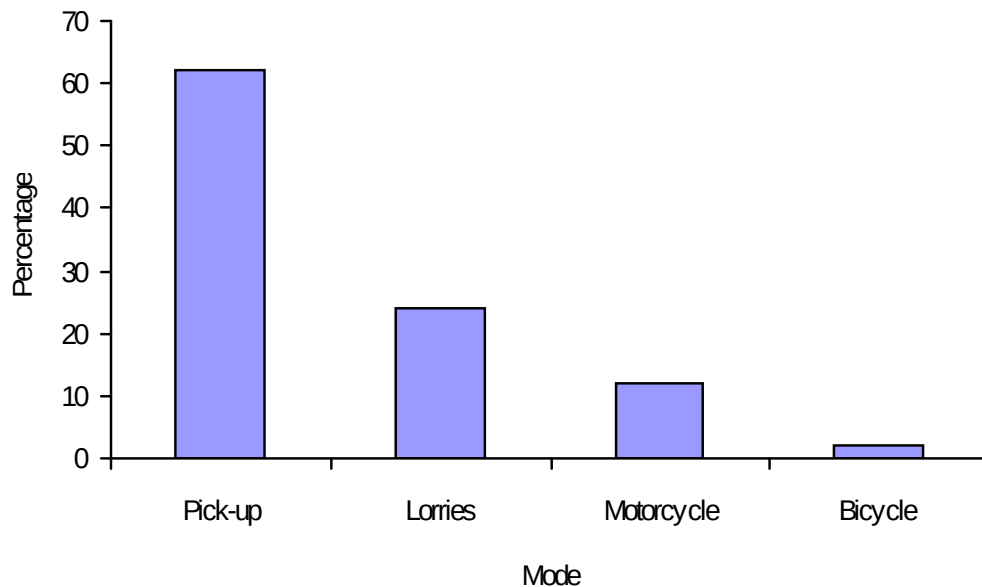
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Mode of Transportation

In all 100 respondents were interviewed. The farmers supply agricultural produce to the markets and the middlemen bought and transported the produce to the urban centres. The farmers and middlemen were selected through simple random sampling.

The farmers used four different modes to transport their produce to the markets. These are (i) Bicycles (ii) Motorcycles (iii) Pick-up vans (iv) Lorries. The road types dictated the mode of transport used. While 2.0 per cent of the farmers interviewed used bicycles to transport their produce to the markets; 12.0 per cent were found to use motorcycles. This was possible on Earth roads constructed by the Local Governments. The problems with these roads, however are that the bridges and culverts along them which were constructed manually were washed away during the rainy season. Examples include Alatori and Tewure roads.

Fig. 5: Mode of Transportation



Another mode of transporting agricultural produce is by pick-up vans. This constituted 62.0 percent of the mode of transportation by the rural farmers and used mainly along Ikoyi-Ogbomoso road (fig. 5). For the middlemen, the mode of transporting

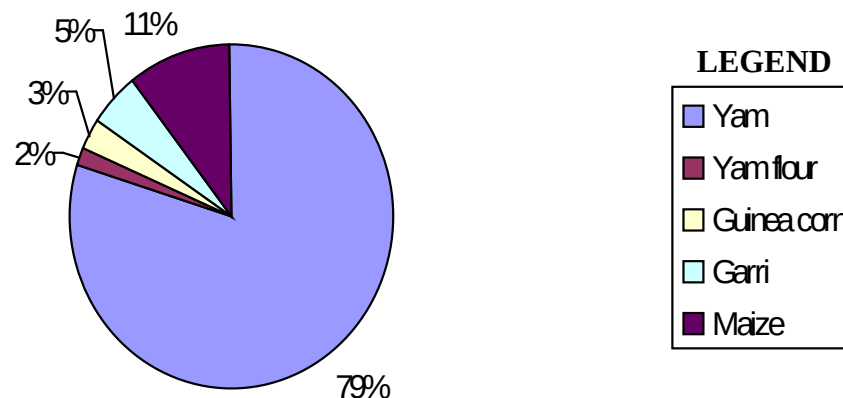
produce from the market to the urban centres are by lorries, (66.0 per cent) and pick-up vans 34.0 per cent.

Pattern of Commodity Movement

Agricultural commodity movement in Orire Local Government of Oyo State shows that movement is from the areas of surplus to areas of demand. Farmers move their produce from the rural settlements and farmsteads to the markets from where they are transported to the urban centres.

The pattern of flow of agricultural commodities in Orire Local Government is as shown in table 4.0. The table shows that out of the five commodity types, yam ranks first constituting 79.6 per cent of the total commodities transported to the markets in the region. This is followed by maize which constitutes 10.6 per cent. Garri, Guinea corn and yam flour rank third, fourth and fifth in that order constituting 5.0 per cent, 3.0 per cent and 1.8 per cent respectively (fig. 6.0).

Fig. 6. Quantity of Commodities Transported to the Markets by the Farmers



In terms of the contribution of each of the five markets to commodities transported by the farmers to the markets, Eseke periodic market ranks first contributing 35.7 per cent. This is followed by Odo-Oba market contributing 23.0 per cent. Adafila market, Tewure market and Iluju market rank third, fourth and fifth in that order contributing 14.9 per cent, 14.0 per cent and 12.4 per cent respectively to commodity flow from farmsteads to the markets in the region.

Table 4.0: Quantity of Commodities Transported to the Markets by the Farmers (Tonnes)

Market Locations	Yam	Yam Flour	Guinea Corn	Garri	Maize	Total	Percentage	Rank
Eseke	850	5	11	15	48	929	35.7	1
Iluju	150	6	15	40	112	323	12.4	5
Tewure	300	3	10	15	35	363	14.0	4
Odo-Oba	500	4	10	21	63	598	23.0	2
Adafila	270	29	31	39	18	387	14.9	3
Total	2070	47	77	130	276	2600	100.0	
Percentage	79.6	1.8	3.0	5.0	10.6	100.0	-	
Rank	1	5	4	3	2	-	-	

Source: Authors' Survey

In order to determine the association between quantity of commodities transported to the markets and market locations, a set of hypotheses were formulated. The formulation of hypotheses helps to streamline and guide the researcher in his problem of investigation. The following hypotheses were tested:

H_0 : There is no significant association between the quantity of commodities transported to the markets by the farmers and the market locations.

H_1 : There is a significant association between the quantity of commodities transported to the markets by the farmers and the market locations.

The appropriate test statistics is the chi-square technique defined by

$$\chi^2 = \sum_{i=1}^k \sum_{j=1}^l \frac{(O_{ij} - E_{ij})^2}{E_{ij}}$$

where O_{ij} = observed frequency in category i of sample j ; E_{ij} is expected frequency in category i of sample j .

For the required level of significance (α) the number of degrees of freedom is given by $N = (k - 1)(l - 1)$

Where k is the number of categories and l are the number of samples. For the usual test, where one is looking for significant differences, a χ^2 value is deemed significant when it is larger than the table value (i.e. when $\chi^2 \geq \chi^2_{\alpha}$).

Table 5.0 shows the chi-square of the quantity of commodities transported to the markets.

Table 5.0: Calculation of the Chi-square Value

Cells (i, j)	O_{ij}	E_{ij}	$O_{ij} - E_{ij}$	$(O_{ij} - E_{ij})^2$	$\frac{(O_{ij} - E_{ij})^2}{E_{ij}}$
1, 1	850	739.63	110.37	12161.54	16.47
1, 2	5	16.79	-11.79	139.00	8.28
1, 3	11	27.51	-16.51	272.58	9.91
1, 4	15	46.45	-31.5	992.25	21.36
1, 5	48	98.61	-50.61	2569.37	25.97
2, 1	150	257.5	-107.5	11556.25	44.88
2, 2	6	5.84	0.16	0.0256	0.0044
2, 3	15	9.57	5.43	29.48	3.08
2, 4	40	16.15	23.85	568.82	35.22
2, 5	112	34.29	77.71	6038.84	176.11
3, 1	300	288.99	11.01	121.22	0.42
3, 2	3	6.56	-3.56	12.67	1.93
3, 3	10	10.75	-0.75	0.5625	0.0523
3, 4	15	16.15	-1.15	1.3225	0.0819
3, 5	35	38.53	-3.53	12.46	0.3234
4, 1	500	476.08	23.92	572.17	1.2018
4, 2	4	10.81	-6.81	46.38	4.29
4, 3	10	17.71	-7.71	59.44	3.36
4, 4	21	29.90	-8.9	79.21	2.65
4, 5	63	63.48	-0.48	0.2304	0.0036
5, 1	270	308.10	-38.1	1451.61	4.71
5, 2	29	7.00	22	484	69.14
5, 3	31	11.46	19.54	381.81	33.32
5, 4	39	19.35	19.65	386.12	19.95
5, 5	18	41.08	-23.08	532.69	12.97
Σ					495.6874

Source: Authors' Computation

The $\chi^2_{tab.}$ at $(5 - 1)(5 - 1) = 16$ degrees of freedom at $\alpha = 0.05$ is 26.296. Since the calculated value of χ^2 which is 495.69 is greater than the table value at 0.05 level of significance, we reject the null hypothesis. Consequently, a significant association exists between the quantity of commodities transported to the markets by the farmers and the market locations.

The pattern of flow of agricultural types from the markets to urban centres outside the producing region is as shown on table 6.0. The table shows that among the five commodity types transported from the markets to urban centres, yam ranks first constituting 72.1 per cent, maize ranks second constituting 12.1 per cent while guinea corn, garri and yam flour rank third, fourth and fifth in that order constituting 6.5 per cent; 5.7 per cent and 3.6 per cent respectively (fig. 6).

In terms of aggregate flow of agricultural commodities from the markets to urban centres, Iluju market ranks first supplying 31.9 per cent of the flow. This is followed by Odo-Oba which supplies 26.8 per cent while Adafila, Tewure and Eseke rank third, fourth and fifth supplying 17.6 per cent, 11.9 per cent and 11.8 per cent of the total flow respectively. Commodities from Eseke market are transported outwards through Igbebi road while those from Adafila, Tewure and Iluju are transported to Ilorin, Osogbo and Ife. Similarly, commodities from Odo-Oba market are distributed through Ogbomoso and Oyo roads to different urban centres. This is shown on table 6.

Table 6: Quantity of Commodities Transported from the Markets to the Urban Centres

Market Locations	Yam	Yam Flour	Guinea Corn	Garri	Maize	Total	Percentage	Rank
Eseke	200	7	33	10	78	328	11.8	1
Iluju	650	9	70	35	120	884	31.9	5
Tewure	250	5	17	30	27	329	11.9	4
Odo-Oba	600	10	14	40	80	744	26.8	2
Adafila	300	70	45	45	30	490	17.6	3
Total	2000	101	179	160	335	2775	100.0	
Percentage	72.1	3.6	6.5	5.7	12.1	100.0	-	
Rank	1	5	3	4	2			

Source: Authors' Survey

To determine the association between quantity of commodities transported from the market locations to the urban centres, the appropriate hypotheses are:

H_0 : There is no significant association between the quantity of commodities transported from the markets to the urban centres and market locations.

H_1 : There is a significant association between the quantity of commodities transported from the markets to the urban centres and market locations.

To test the hypotheses, the chi-square technique is also used. Table 6.0 shows the quantity of commodities transported from the market locations to the urban centres while table 7.0 shows the chi-square accordingly.

Table 7.0: Calculation of the Chi-square value

Cells (i, j)	O_{ij}	E_{ij}	$O_{ij} - E_{ij}$	$(O_{ij} - E_{ij})^2$	$\frac{(O_{ij} - E_{ij})^2}{E_{ij}}$
1, 1	200	236.42	-36.42	1326.42	5.61
1, 2	7	5.56	1.44	2.0736	0.373
1, 3	33	4.16	28.84	831.75	199.94
1, 4	10	18.91	-8.91	79.39	4.20
1, 5	78	39.60	38.4	1474.56	37.24
2, 1	650	637.19	12.81	164.10	0.2575
2, 2	9	32.18	-23.18	537.31	16.70
2, 3	70	57.03	12.97	168.22	2.95
2, 4	35	50.97	-15.97	255.04	5.00
2, 5	120	106.23	13.77	189.61	1.78
3, 1	250	237.14	12.86	165.38	0.6974
3, 2	5	11.98	-6.98	48.72	4.07
3, 3	17	21.22	-4.22	17.81	0.8392
3, 4	30	18.97	11.03	121.66	6.41
3, 5	27	39.72	-12.72	161.80	4.07
4, 1	600	536.28	68.72	4378.84	8.17
4, 2	10	27.08	-17.08	291.73	10.77
4, 3	14	48.00	-3.4	1156.00	24.08
4, 4	40	49.90	-9.9	98.01	1.96
4, 5	80	89.83	-9.83	96.63	1.08
5, 1	300	353.19	-53.19	2829.18	8.01
5, 2	70	17.84	52.16	2720.67	152.50
5, 3	45	31.61	13.39	179.29	5.67
5, 4	45	28.26	16.74	280.23	9.92
5, 5	30	59.16	-29.16	850.31	14.37
Σ					526.6671

Source: Authors' Computation

360 The χ^2_{tab} at $(5 - 1)(5 - 1) = 16$ degrees of freedom at $\alpha = 0.05$ is 26.296.
 361 Since the calculated value of χ^2 which is 526.67 is greater than the table value at
 362 0.05 level of significance, we reject the null hypothesis. Hence, a significant
 363 association exists between the quantity of commodities transported from the
 364 markets to the urban centres and the market locations.

365 CONCLUSION

366 The study has shown that the level of road development in Orire Local
 367 Government of Oyo State is generally low. This has affected the flow of agricultural
 368 commodities in the Local Government. The pattern of movement of commodities from
 369 rural settlements to urban centres has also been dictated by the level of road network
 370 development. Commodities are generally transported to locations where they can easily
 371 be distributed to urban centres outside the Local Government.

372 The need to improve road network provision in the Local Government cannot be
 373 overemphasised. Rural transport development in Nigeria has become a central issue and
 374 the Federal Government of Nigeria has now taken the bull by the horn. This is evidenced
 375 by the various projects embarked upon by the government to improve rural transport
 376 infrastructure. For instance, in 2007 the Federal Government secured a \$53.0 million US
 377 dollars loan from African Development Fund (ADF), the concessional window of the
 378 African Development Bank to help finance a Rural Access and Mobility project in Cross
 379 Rivers State (ADB Group, 2010).

380 Also in 2007, the Federal Government through the Federal Ministry of
 381 Agriculture and Water Resources, received assistance from the World Bank toward the
 382 Rural Access and Mobility Project (RAMP) for road rehabilitation works in Enugu and
 383 Osun States (FRN, 2007). Recently too, the Association of Local Government of Nigeria
 384 (ALGON) initiated a proposal to the Federal Government that would boost rural
 385 transportation in the country (Adeyanju, 2009). To actualize this, a triparte arrangement
 386 between the country's 774 local governments, the federal government and private sector
 387 operators will be put in place to ease rural transportation in the country. When these
 388 efforts are actualized, rural transport provision in the country will receive significant
 389 improvement.

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