



An Analysis of the Sphere of Influence of Agro Commodities from Kaduna State, Nigeria

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Abstract

Distribution of agro-based commodities is very necessary for the survival of any community. This study attempt to analyse the sphere of influence of agro-commodities from Kaduna State, Nigeria. Data were obtained from transporters and traders of agro-based commodities surveyed in four major distribution hubs, namely Saminaka, Soba, Makarfi, and Giwa in Kaduna state using systematic sampling technique. In all, 345 questionnaires were administered (165 for transporters and 180 for the traders). The result of the analysis shows that Makarfi hub has the highest collection of dried pepper and onions which are majorly transported to Port Harcourt, Akure, Ile-Ife and Enugu. While Giwa Saminaka hub handles more of maize, Rice, Ground Nuts, Millet and Sorghum. With respect to the sphere influence of the commodities within the country Kano, Abuja and Lagos have the greater proportionate share of 9.5%, 7.9% and 6.9% respectively. On the international flow Jibiya (Niger), Chad and Cameroun has 1%, 0.5% and 0.2% proportionate share respective. The implications of this findings are that local, state and federal government as well as private sector should collaborate to provide conducive regulations, infrastructures (good roads, parking and storage facilities) as well as environment that will ensure the growth of local and international agro commodity flow from Kaduna state in the overall economic interest of the region in particular and empowerment of the traders and transporters in general.

Keywords: Distribution; agro-based; freight; transportation; sphere.

1.0 INTRODUCTION

Distribution involves a number of activities which centred on the physical flow of goods and information. At one time, the term distribution applied only to the outbound side of supply chain management, but now includes both inbound and outbound (Sumaila, 2007). Ripol (1999) suggested that commercial distribution is based on socially necessary movement of goods from where they are less necessary to where they are more necessary. It is a bridge between production and consumption. Kareem (2010),

opined that distribution is about making products available in their markets, Put simply, it is getting the right product to the right place at the right time. He further emphasized that distribution applies to broad range of activities concerned with the efficient movement of finished products from the end of production line to the consumer. The activities include freight transportation, warehousing, material handling, protective packaging, inventory control, plant and warehousing location, order processing, market forecasting and customer service.

The significant role of transport in the physical distribution of agricultural commodities cannot be over emphasized. This is why Ajiboye (1994) argued that it is a key factor in all aspect of development and that there is hardly any sector of development that does not require the services of transportation because it plays a key role in connecting areas of production and areas of consumption. This view was reinforced by Musa (2009) by saying that transportation plays a key role in getting land into production, in marketing agricultural commodities and making forest and mineral resources accessible.

Hesse and Rodrigues (2004), argued that the growing flow of freight have been a fundamental component of contemporary changes in economic systems at global, regional and local scales. Ola (1978), also suggests that regional area differentiation of places create localized surpluses that can be transferred to deficit areas and this agrees with the concept of complementarily. The basic assumption here is that trade will be enhanced where commodity composition of export in one region fits the import need in another region. Onokala (1988), argues that transportation plays a vital role in the marketing and distribution processes which stops only when the commodities and goods have reached the consumer. Ojekunle (2004) noted while reviewing urban freight flow in Nigeria submit that the location of market and industries act as the threshold of demand. Markets and industrial zones constitute major freight generating and attracting nodes.

Musa (2009), pointed out that in Nigeria, agricultural produce constitute a significant percentage of commodities of inter-regional trade transported by road, he listed some of these agricultural commodities as potatoes, tomatoes, vegetables, fruits, Others are cattle, sheep, and goats, grains, cereals, tubers, and nuts to mention only a few. Haruna (2010), also revealed that Kaduna state has good physical condition for agricultural production with about 75 percent of the population involved in farming activities which involves buying and assembling of agricultural commodities and transporting them to different regions of Nigeria. He further identified two types of freight flow of

agricultural commodities. First intra-regional movement of agricultural commodities from the production villages to the assembling points and secondly inter-regional flow which involves the transportation of assembled commodities to other regions. Saminaka, Soba, Makarfi and Giwa areas of Kaduna state have high potentials for agricultural production. These agricultural products are however moved from one location to another within the framework of freight transportation management. The agricultural commodities are by nature bulky and some are perishable and therefore need to be transported from areas of production to areas of consumption with the least delay and cost. The understand sphere of influence and direction of such flow is important as it provides insight into what facilities and infrastructures will be required and when for the effective handling of the products. This paper will therefore examine the sphere of influence of agro commodity flow from Kaduna state- Nigeria.

2.0 LITERATURE REVIEW

Periodic markets are the most common type of markets in Nigerian towns and they serve very useful purposes in the collection and distribution of agricultural and non-agricultural commodities (Haruna, 2010). Periodic markets serve as major centres of interchange. In towns and cities. In the hinterlands, periodic markets supply people with manufactured goods while in urban areas they supply agricultural products. The markets facilitate trading activities between one region and another, with transportation playing a crucial role in the process.

The flow of agricultural commodities from Kaduna state is a vital factor in the development and expansion of its economy. The growing demand in food and other consumer goods can only be met through transportation and flow of agricultural commodities. Oitolaiye (2009) indicated that developing countries including Nigeria are undergoing quick population growth rate and urbanisation which increases the demand of the production and distribution of agricultural commodities. Agricultural marketing is progressively important because it enables regions to develop from an agricultural

sector to a more industrialized economy. Putman (1991), support this fact and submit that no urban centre can be self-sustaining, because the people must be fed from farms that are near or far.

Distribution of agricultural produce, demand for commodities is indeed the foremost reason for improving transportation because it contributes to the transfer of commodities from arrears of supply to arrears of demand. Transportation permits social interaction to take place between diverse regions and it is also responsible for the enormous part of marketing cost, thereby increasing the reselling price of urban markets. Musa (1994) emphasized the role of transportation in inter-urban movement and distribution of foodstuff in Zaria. The author described transportation as the “indispensable” in all aspect of development and the wealth of a nation is dependent on the level of its mobility. Inaccessibility, according to the author hinders effective use of natural resources.

Michael (2008), studied freight flow pattern of agricultural commodities in Giwa and Maigana markets, the study shows that Giwa market is a major bulking centre where products are brought from diverse areas of Kaduna state and then moved to closer settlements and distant places. The Maigana market on the other hand is a growing centre attracting traders from different places like Zaria Kano Jos etc. The findings of the study shows that grains are the major products of activities generated by Giwa and Maigana markets, furthermore, the study concluded that while the impact of the two

markets are felt within the local and national regions, that of Giwa market stretches out beyond the Nigerian boarder to countries like Niger and Chad.

3.0 THE STUDY AREA

Kaduna State lies between latitude 9° 02” and 11°32” north of the equator and between longitude 6° 15” and 8° 50” east of the prime meridian. Kaduna state is bounded to the north by Katsina, Zamfara and Kano state to the west by Niger state, to the east by Bauchi state and to the south by Plateau state, Nasarawa and the Federal capital territory Abuja. See figure 1. The State has a land area of about 43,460km² which makes it the largest in the northwest geopolitical area and has about 4.7 percent of Nigerian land area (NPC, 1998). The longest distance by road from north to south is about 290km² and from east to west is about 286km². It has three major urban areas Kaduna, Zaria, and Kafanchan, which are accessible by different classes of roads, and railway lines. The state consist of twenty three Local government areas (LGAs) with Kaduna north and Kaduna south and parts of Igabi and Chukun LGAs forming the metropolis and the capital of the state.

The four distribution hubs are located in four different LGAs of Kaduna State. Saminaka distribution hub is in Lere Local Government Area. Lere LGA is bounded to the southwest by Kauru local government to the north east by Toro local government area of Bauchi State and to the southwest by Bassa local government area of Plateau state.

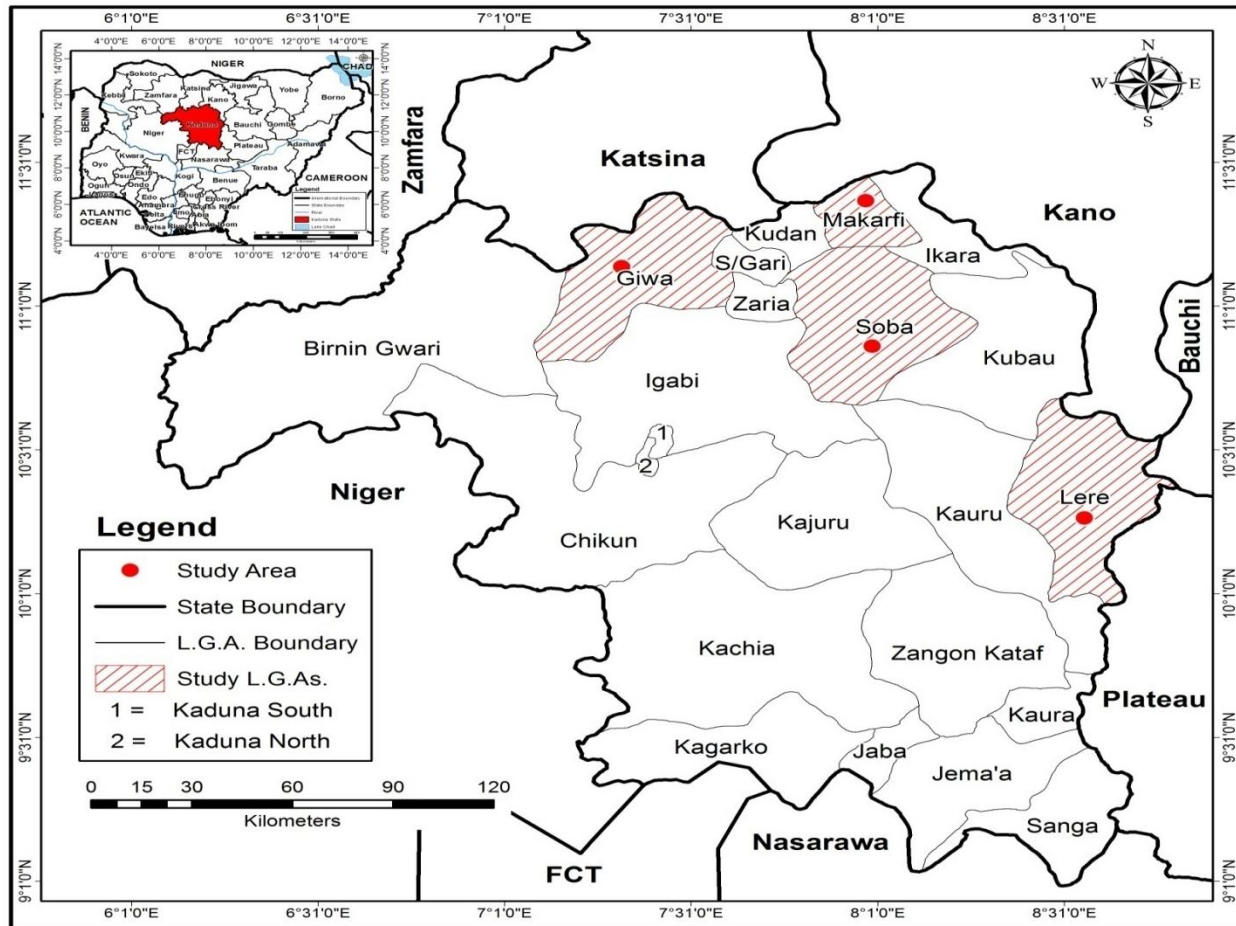


FIGURE 1: Map of Kaduna state showing the study area.

Source: Adapted and modified from the Administrative map of Kaduna State.

Soba distribution hub is in Soba town of Soba Local Government Area. Soba LGA is situated in the north-eastern part of Kaduna state and share boundaries with Ikara, Makarfi and Kudan local government areas. Giwa distribution hub is in Giwa Local Government Area. It is situated in the western part of Zaria town. It is bounded in the southwest by Birnin Gwari local government to the southwest by Igabi local government area and Faskari local government area of Katsina state to the north. Makarfi distribution hub is in Makarfi Local Government Area. It shares boundaries with Ikara, Soba and Kudan local government in Kano state in the north east. (Figure 3.1 shows the study area).

3.1 Population

The 2006 population census put the state population at 6,066,562, over the years; the state has witnessed a steady population growth especially in the urban centres. Young able

bodied labourers in large numbers from rural areas migrate to towns to learn specific trade or acquire special training in mason, technicians, carpentry, motor mechanics etc, during the dry season and go back to the rural agricultural fields during the wet season. The concentration of government employment opportunities and infrastructures in towns' like Zaria Kaduna and Kafanchan also attracts a lot of people from other parts of the country to the state.

3.2 Socio-economic Activities

Most of the inhabitants of the study area engaged in agriculture. There are basically two systems of arable cropping adopted; the rain fed arable cropping which is dominant in the southern part of the state, this system is labour intensive and cultivation is done manually by the use of the crude implements. The major crops grown are food crops like maize, yam, millet,

cassava, cocoyam, sorghum, rice, acha, and a few cash crops like soya beans, groundnut, and ginger. The irrigation agriculture is mainly practiced along flood plains and fadamas in smaller quantities. This is due to variation in seasons, similarly food crops such as maize, rice among others are also grown through irrigation agriculture. Vegetables such as spinach, garden egg, okro, pepper, tomatoes among others are also cultivated. Domestication of animals is also another economic activity within the area, Animals reared include cattle, pigs, goats, sheep, and chickens amongst others. The landscape of Kaduna state is dotted with several abandoned large and medium scale industrial enterprises especially in the main urban centres of Kaduna and Zaria. Before this industrial collapse, Kaduna state then was ranked among the states in Nigeria with the highest concentration of industries. The state has a dozen of textile industries and the multi-purpose Kaduna refinery and petrochemical company (KRPC), International Breweries and Beverages industries, Peugeot Automobile of Nigeria (PAN), Nigerian Breweries Plc., Sunseed Plc Oil Industry in Zaria and several others. These industries have stimulated the commercial activities of the state, but most of them are today in a state of decay.

3.3 Transport and Communication

Kaduna state is served with about 2,820km stretch of trunk "A" Federal well surfaced roads radiating from Kaduna city in five cardinal directions. The state government has also constructed surface roads of about 1,200km and several other road development projects are still going on. The state is also linked to railways and air transport services, thus facilitating both national and international movements in and out of the state. Also, a modern Telecommunication system connects Kaduna state with all other states and outside world. MTN, AIRTEL, ETISALAT, and GLOBACOM, and others provide telephone exchange services for the state.

4.0 METHODOLOGY

A reconnaissance survey was carried out in order to have a better knowledge leading and insight into the nature of agro-commodities produced and handled by each of the distribution hub, capacity in handling the freight generated, means of road transport vehicles used in transporting the commodities, their storage facilities, the volume of freight generated by each hub and the processes involve in the packaging of such agro-based commodities. Primary and secondary data were therefore collected from maps, documentary records, journals, traders and transporters of the agro commodities. The instruments used for the collection of these data were through the use of questionnaires alongside interview and observations. The questionnaires were divided into two sections (socio economic characteristics and transportation and sphere of influence of the distribution of the commodities.

4.1 Sampling Design

The reconnaissance survey shows that a total number of 26 trucks and 40 canters were loaded per day from Saminaka, 17 trucks and 10 canters from Soba, 23 trucks and 20 canters from Giwa while 34 trucks and 51 canters were loaded from Makarfi. Saminaka has an average of 120 traders, Giwa has 110 traders, and Soba have 100 traders while Makarfi is also averaging at 120 traders. Systematic sampling technique was adopted in selecting these target population on the basis of which 20% of the transporters were selected and surveyed for four days while 40% of the traders were sampled on the same number of days (See table 1 & 2). This brings the total to 176 copies of questionnaire for the transporters and 180 copies for the traders. In all, a total number of 356 copies of questionnaire were administered to the respondents out which 345 copies were returned completed representing a success rate of 96.91%.

Table 1: Sample Population of Transporters.

Distribution Hubs	Estimated number of trucks loaded per market day	20% of the population sampled	20% multiplied by four market days	Estimated number of canters loaded per market day	20% of the population sampled	20% multiplied by four market days
Saminaka	26	5.2	21	40	8	32
Soba	17	3.4	14	10	2	8
Giwa	23	4.6	18	20	4	16
Makarfi	34	6.8	27	51	10.2	41
Total			80			96

Source: Authors' Field Survey, (2015).

The researchers categorised the traders into the following groups:

- Grain traders, (maize, rice, soya beans, sorghum, beans)
- Vegetable traders, (pepper, carrots, tomatoes, onions).
- Livestock traders, (cattle, sheep, goats, fowls)
- Tuber crop traders, (yams, potatoes, cassava).

Table 2: Sample population of traders.

Distribution Hubs	Number of Traders	40% of Traders Sampled
Saminaka	120	48
Giwa	110	44
Soba	100	40
Makarfi	120	48
Total	450	180

Source: Authors' Field Survey (2015).

4.2 Method of Data Analysis

The information and data obtained were coded into the Statistical Package for Social Sciences SPSS 19.0 Version and subjected to various descriptive statistical analysis supported by tables and figures showing percentage calculations of some variables. The sphere of influence of each of the respective agro-commodities freight hub was depicted by desire lines in a Geographic Information System (GIS) environment.

5.0 RESULTS AND DISCUSSION

5.1 Sphere of Influence of the Four Distribution Hubs

Makarfi distribution hub is located in Makarfi town, the headquarters of Makarfi Local Government along Kudan/Hunkuyi, Zaria road, the market holds on Wednesday and Friday of everyweek. The distribution market/hub is a large collection center of many agro based commodities from the neighboring local

governemnts of Hunkuyi, Ikara as well as Doguwa Local Government Area of Kano state. It is patronized by traders from different part of the country. Major agricultural commodities that are handled by the hub incude grains especially maize, rice, sorghum, soyabeans, millet, beans and groundnuts Others include dried pepper, onions and sugarcane

The study reveals that Makarfi distribution hub is the largest collection centre of dried pepper and onions in Kaduna state. The pepper is

transported to Porthacourt, Ile-ife and Enugu while the onions are transported to Akure and many parts of Sourthern Nigeria. Agricultural produce are generated into the distribution hub by different mode raging from motorcycles, buses, pick up vans and wheelbarrows. Distribution of agricultural commodities is mostly done by heavy trucks and canters for various distributions in Nigeria and the neighbouring countries. Plate I and II. Show the Packaging and Loading of Agricultural Commodities from the study area.



Plate I: Packaging of Pepper at Makarfi Distribution Hub. Source: Authors Survey (2015).



Plate II; Loading of Pepper at Makarfi Distribution Hub, Field Survey (2015).

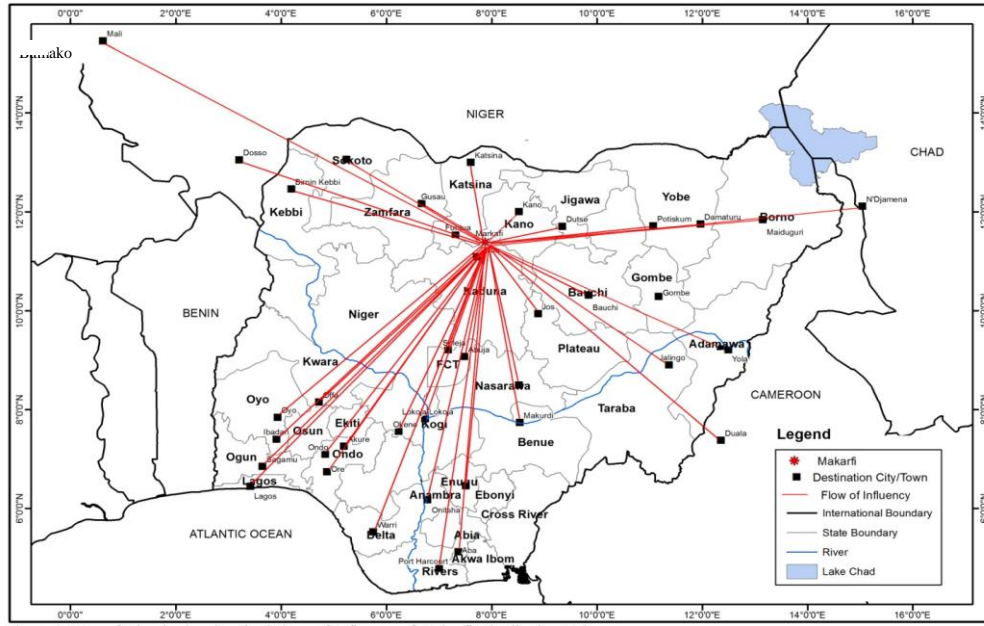


Figure 1. Sphere of Influence of Makarfi Distribution HubSource: Authors' Field Survey, (2015).

Government area along Jos-Kaduna road. The market holds every Wednesday. Saminaka distribution hub is a large collection centre of many agricultural produce from neighbouring Bassa Local Government of Plateau state, Doguwa local government of Kano state, Kauru and Kubau Local Governments of Kaduna state. It is patronised by traders from different part of the country. Saminaka distribution hub handles large quantities of agricultural produce especially maize. The inhabitants of Saminaka and its environs are well known in the

produce include rice, groundnuts, soya beans, beans, pepper, millet, sorghum, yam, cassava, cattle etc. These agricultural produce are generated into the distribution hub using buses, pickup vans, motorcycles and wheelbarrows. Heavy trucks and containers are used in the transportation and distribution of these agro-based commodities to various destination. Figure 2 below shows the sphere of influence of Saminaka distribution hub.

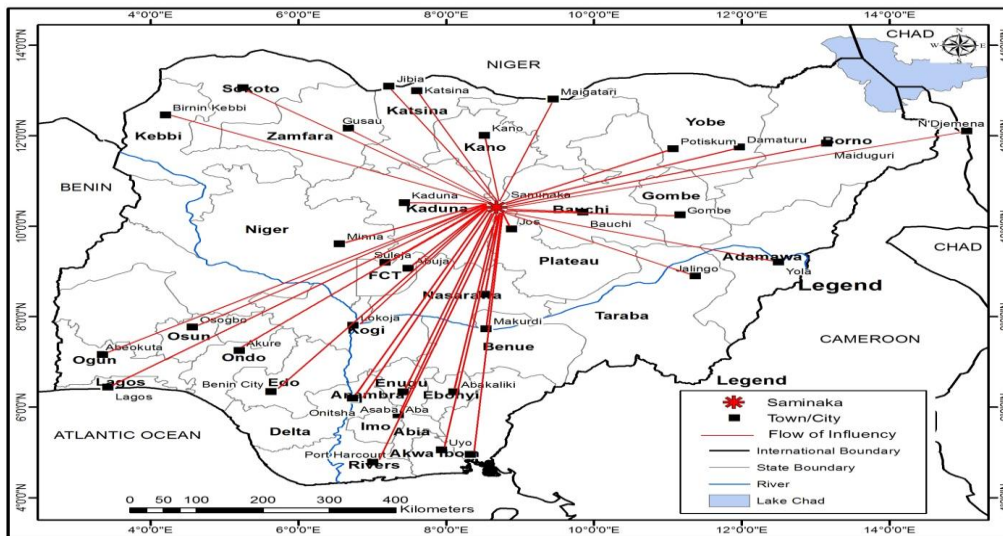


Figure 2: Sphere of Influence of Saminaka Distribution HubSource: Authors' Field Survey, (2015).

The Soba distribution hub is located in Soba town along Jos-Zaria road. It holds every Saturday and Wednesday. Soba distribution hub does not handle much agricultural commodities because the Local Government shares another distribution hub at Maigana town. The distribution hub is patronized by traders mostly from Soba town who purchase agricultural commodities especially maize and guinea corn and store, but later sell it to factories in Kaduna,

Jos, Kano and Lagos (as shown in Figure 3 below) who use it as raw materials for the production of flour, Semovita etc. Other agricultural produce handled in the market include soya beans, rice, millet, fresh tomatoes, cassava, yam and animals such as sheeps, goats and fowls.

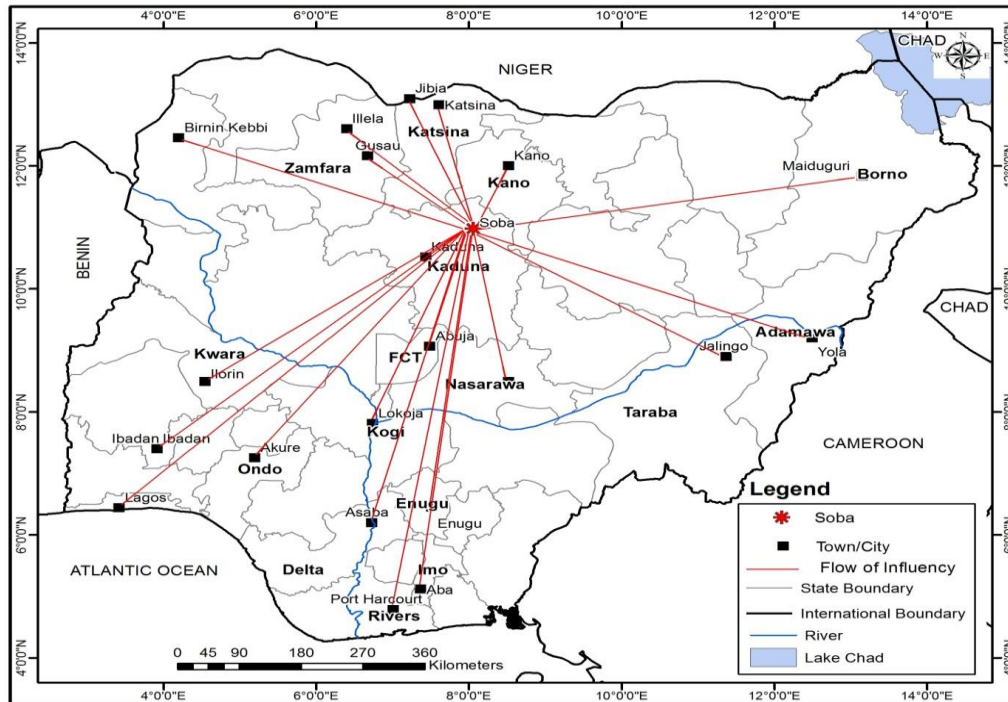


Figure 3: Sphere of Influence of Soba Distribution Hub. Source: Authors' Field Survey (2015).

Giwa distribution hub is located in Giwa town along Funtua-Zaria road. It holds every Thursday and Sunday. It is patronized by traders from different parts of the country. The distribution hub is large and handles large flow of agricultural produce from the neighboring Zaria, Birnin Gwari, Igabi and also Funtua Local Government of Katsina state.

Major agricultural commodities handled by Giwa distribution hub include grains such as

maize, rice, sorghum, soya beans, beans and a wide range of animals such as cattle, sheep, goats and fowls. Others include dried pepper and tomatoes. Agricultural produce are generated in to the hub using modes like motorcycles, buses, pick up vans and wheel barrows. The transportation and distribution of agricultural commodities is mostly done by buses to various destinations in Nigeria, see figure 4 below for the sphere of influence of the distribution hub.

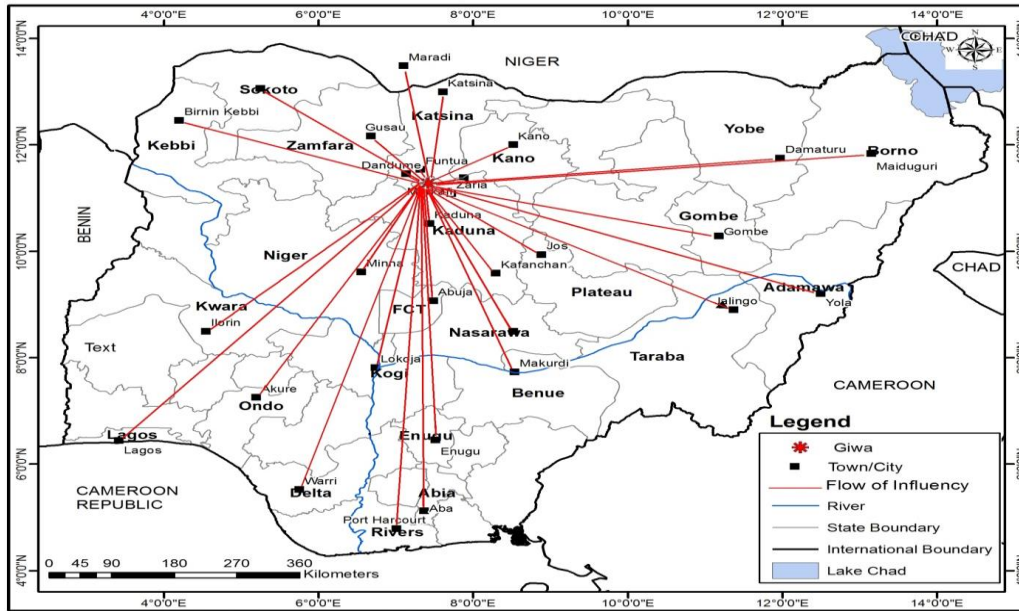


Figure 4: Sphere of Influence of Giwa Distribution Hub. Source: Authors’ Field Survey (2015).

Figures 1, 2, 3 and 4 show the sphere of influence of agricultural commodities from Kaduna state to towns within Kaduna state, outside Kaduna state and the neighboring countries. This pattern of flow represents the freight distribution network strategy referred to as “Hub and Spoke Model”. (Starkey, 2007) The hub and Spoke model is a system of connections which are arranged in the form of a wheel, within which all traffic flow along spokes (routes) connected to a central hub. A distribution hub is described as a key location at which various routes and means of transport converge and diverge. A simple hub model can be shown with a central hub linked by spokes converging inward and radiating outward.

The routes and means of transport that constitute the spokes of the system is shown in Figure 5. This is however an oversimplified model of eight unconnected points linked to a central hub by spokes along which flow occur. In reality

transport and distribution hub system are more complex than the simplified model in Figure 5(a) this is because relationship exists between the nodes (points). Furthermore, the transport system consists of hierarchies of hubs. Thus, the hubs of a local transport system will be part of a larger network. On the other hand, the peripheral nodes may serve as hubs for smaller networks. Figure 5(b). In addition direct relationship may exist between the nodes without passing through the hubs Figure 5(c) (Starkey, 2007).

Agricultural produce from the study area are transported from the surrounding villages to the main distribution hubs. On the other hand traders from different parts of the country buy transport and distribute to larger regional towns which has large catchment areas. The catchment areas of the regional towns will cover smaller distribution hubs which comprise of various smaller hubs enclosing their own catchment areas.

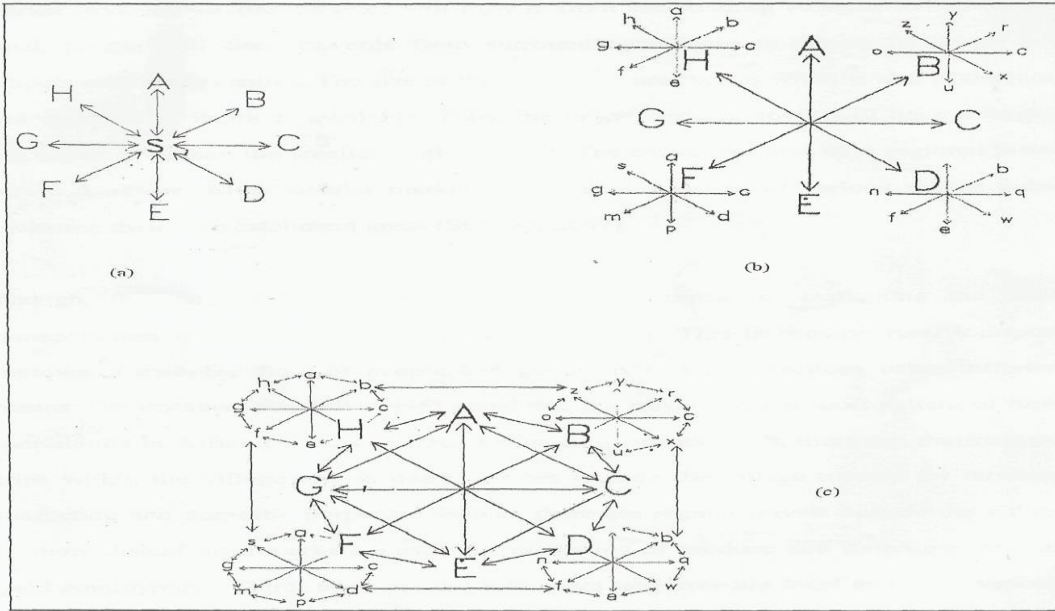


Figure 5: Model of a Transport Distribution Hub System. Source: Starkey (2007).

5.2 Inter-Regional Freight Flow and Distribution of Agro-Commodities from Kaduna State.

Agriculture is one of the back bones of Kaduna state economy as most of its people are farmers. Musa (2007). The state is blessed with favorable condition both in climate, soil, abundant land and a wide range of crops such as maize, rice, soya beans etc. In addition, the state enjoys large livestock production mainly made up of cattle, goats and sheep. Majority of these commodities are for commercial purposes as such it is patronized by people involved in the transportation, marketing and distribution of agricultural commodities who come from distant and nearby towns and cities within and outside Nigeria. It is established from the findings that some of the destination towns have major distribution hubs where these agricultural commodities are marketed and sold to other destinations until they reach the final consumer. The findings also reveals that the destinations of some of these agricultural commodities are factories like Sun Seed in Zaria, Grand Cereals in Jos among others which use these agricultural commodities as raw materials for their industries.

It is obvious from Table 3 that the major destinations of agricultural commodities from

Kaduna state in terms of location by location are Kano, Abuja, Lagos, Kaduna, Katsina, Jos, Lafia and Lokoja. These destinations have industries involved in the processing of agricultural products or use them as raw materials for their industries or they have large poultry farms that use these agricultural products to produce feeds. For example, Honey Well flour mills in Lagos, and Kaduna, Brewing industries in Ikeja use maize and sorghum, Grand cereals in Jos and Sun Seed in Zaria uses Soya beans, Rice milling factories in Kano also use rice etc. Destinations outside Nigeria include Cameroon, Chad, Jibiya, Maradi in Niger and Mali. These destinations are collection centers where the commodities are marketed to other destinations. Further analysis of Table 3 shows that distribution to Kano is highest at 9.8%, closely followed by Abuja with 7.9% while Lagos is averaging at 6.9%. The increase in the rate of distribution to these centers might not be unconnected with the population rate and the urban densification of these locations. Similarly, international destinations show that Jibiya is highest at 1.0% closely followed by Chad at 0.5% while Cameroun is lowest at 0.2%. This thus, shows that distribution of agricultural produce from Kaduna state goes beyond the borders of Nigeria indicating a sort of international trade in terms of economic growth and benefits.

Table 3: Destination of Agricultural Commodities within and Outside Nigeria.

Destination	Freq	%	Destination	Freq	%
Abuja	47	7.9	Kaduna	33	5.6
Aba	10	1.7	Katsina	28	4.7
Abia	1	0.2	Kafanchan	4	0.7
Abeokuta	4	0.7	Kogi	3	0.5
Akure	13	2.2	Lafia	22	3.7
Abakaliki	1	0.2	Lagos	41	6.9
Asaba	3	0.5	Lokoja	23	3.9
Adamawa	3	0.5	Maiduguri	13	2.2
Awka	1	0.2	Minna	8	1.3
Bauchi	11	1.9	Makurdi	1	0.2
Benue	4	0.7	Maradi	2	0.3
Borno	5	0.8	Musawa	1	0.2
Birnin kebbi	11	1.9	Mali	2	0.3
Chad	3	0.5	Maiadua	1	0.2
Cameroon	1	0.2	Mashi	1	0.2
Dutse	1	0.2	Makarfi	2	0.3
Damaturu	5	0.8	Onitsha	13	2.2
Doso	2	0.3	Owerri	3	0.5
Dutsen ma	1	0.2	Ondo	5	0.8
Ebonyi	1	0.2	Okene	7	1.2
Edo	2	0.3	Ore	2	0.3
Ekiti	1	0.2	Offa	2	0.3
Enugu	10	1.7	Oshogbo	1	0.2
Fadan karshi	1	0.2	Oyo	1	0.2
Funtua	5	0.8	Port-Harcourt	14	2.4
Gusau	15	2.5	Potiskum	5	0.8
Gombe	13	2.2	Rimaye	1	0.2
Gwantu	1	0.2	Sokoto	9	1.5
Gezawa	1	0.2	Shagamu	4	0.7
Illela	1	0.2	Suleja	4	0.7
Ilorin	5	0.8	Uyo	1	0.2
Ibadan	6	1.0	Umshia	2	0.3
Jibiya	6	1.0	Vom	1	0.2
Jos	24	4.0	Warri	7	1.2
Jalingo	7	1.2	Yobe	5	0.8
Jigawa	4	0.7	Yola	8	1.3
Jikamshi	1	0.2	Zaria	15	2.5
Kano	58	9.8	Zamfara	9	1.5
TOTAL				289	48.7

6.0 CONCLUSION AND RECOMMENDATIONS

The information gathered and the result of analysis on the sphere of influence of agro-based commodity flow in Kaduna state brought to fore some salient issues with regards to inter regional commodity flow in Nigeria. On the basis of these findings, the following recommendations are made in order to ensure an efficient and timely delivery of agricultural commodities to areas where they are most needed at the right time.

1. The National Union of Road Transport Workers (NURTW), Non-Governmental Organizations (NGOs), private sector and other relevant stakeholders should invest more in the transport sector infrastructures, streamline traffic policy and free movement treaty with a view to facilitating trade relations between Nigeria and western, east and central African countries.
2. The private sector, corporate organization in collaboration with Government should contribute in building warehouses, stores in the distribution hubs so that traders will have enough space to store their goods. This will assist in protecting agricultural commodities, The store and warehouses apart from generating revenue to the state and local government it will facilitate freight concentration that will guarantee full load factor for the vehicle and by implication reducing the transportation costs per unit of the items transported, and
3. There should be provision of traffic and parking management services for freight vehicles such as heavy trucks like trailers, Lorries and canters within the distribution hubs locality by the relevant stakeholders like the National Union of Road Transport Workers will go a long way in reducing congestion and make loading and unloading of Agro-based commodities easy.

It is pertinent to state that sphere of agro-based commodities from the source regions to various destinations is still a major problem that needs to be improved upon if the producers, traders and transporters returns on their activities is to be increased on the basis of such commodities. Development in the transport sector of the economy has been identified as a key factor that will facilitate the movement of agricultural produce to various destinations in Nigeria and beyond irrespective of distance. Therefore transport infrastructure especially roads must be developed and improved if any meaningful impact is to be felt. This calls for concerted efforts from both private sector and the government to invest massively in the development of roads and maintenance of the existing ones.

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