

1 Investment in Tourism, Transportation and National 2 Development (Case Study of Ibadan Metropolis)

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6

7 **Abstract**

8 Investment in tourism and transportation in Nigeria is an investment in the country's future.
9 This is so because the effectiveness and productivity of economic activities both at the Urban
10 and rural areas depend on how people are able to move in pursuit of these activities. No
11 Nation can be said to be developing in the absence of adequate prosperity development and
12 investment in the economy, be it in the area of crude petroleum and gas production,
13 agriculture, building and construction, tourism, transportation utilities and real estate and
14 business services.

15

16 **Index terms**— the effectiveness and productivity of economic activities, prosperity development and
17 investment in the economy.

18 **1 Introduction**

19 Investment in tourism and transportation in Nigeria is an investment in the country's future. This is so because
20 the effectiveness and productivity of economic activities both at the Urban and rural areas depend on how people
21 are able to move in pursuit of these activities. No Nation can be said to be developing in the absence of adequate
22 prosperity development and investment in the economy, be it in the area of crude petroleum and gas production,
23 agriculture, building and construction, tourism, transportation utilities and real estate and business services.

24 **2 II.**

25 **3 Background to Study**

26 Investment in Tourism, Transportation and National Development in a depressed economy is seen as a timely
27 and tropical issue in as much as the economy of the nation is concerned. The effectiveness and productivity of
28 economic activities both in Urban and rural areas depends on how people are able to move in pursuit of daily
29 endeavor, leisure, pleasure and relaxation.

30 Transportation is therefore a source of national development. For the purpose of comprehensive explanation,
31 the tourism and transportation can be regarded as a source of secured revenue for the national development if
32 well annexed. No Nation can have balance development in the absence of adequate provision of infrastructural
33 facilities for tourism and transportation in peri persu with other forms of investments in the economy, be it
34 in crude petroleum and gas production, agriculture, building and construction public utilities, real estates and
35 business serves. This study will show the benefits that the nation will derive if the country invests in tourism
36 and transportation, and this will promote National Development.

37 4 III.

38 5 Statement of Problem of Study

39 The tourist and transportation are media which can enhance quick national development to this country in
40 particular the whole world in general. Nowadays many countries of the world are not investing much in these
41 sectors because they see them as sectors not giving immediate returns to the economy.

42 Also, individuals and companies do run away from such investments because they believe they have longer
43 gestation period.

44 This study will assist the individuals and various state governments to see the profitability of investing in
45 tourism and transportation sectors. The impacts of the Estate surveyors and valuers are not well understood in
46 these sectors.

47 The huge investments in tourism and transportation in this country over the years has not yielded the desired
48 result, coupled with this little or no research work was conducted as to improve the existing facilities on tourism
49 and transportation. And it is a known fact the research is the foundation for sustainable development.

50 Finally, if the findings of the research work are implemented, it will improve the qualities of existing facilities
51 thereby promotes National development.

52 IV.

53 6 The Scope of Study

54 The work of individual/government to see that there is profitability in the investment of tourism, transportation
55 and National Development has not been subjective at all therefore, this work shall focus on the problems faced by
56 individuals and government in the area of investing in tourism and transportation and solution to the problems,
57 and whether there are prospects and possibility of finding solution that can revitalize the country from the
58 present situation. Also to show the places where we have tourist centers and transportation companies within
59 and around the country and it may be either public or private operators. I E. To examine the issues in National
60 Development. F. To examine the contribution/Roles of tourism G. To examine the impact of Estate surveyor
61 and valuer in tourism and transportation management. H. To analyses the benefit derived from investment in
62 tourism and transportation.

63 7 V. AIMS and Objectives

64 8 VI.

65 Research Questions

66 9 Methodology a) Type of Data and Sources

67 The basic type of data used in the process of preparing this study is basically primary and secondary data.

68 The data used in the study are multi-vibrate and not restricted. It is diversified to enhance thorough and
69 effective research work. A combination of data is employed which is classified as primary and secondary data.

70 Primary data is collected by personal interview and questionnaire distributed on cluster samples within the
71 study field (tourist centers and transportation companies) to the tourist and commuters. The use of primary
72 data enables the collection of the exact detail information needed for this study. Time was to avoid, as much as
73 possible the misunderstanding and ambiguities of the interview that was conducted was greatly favoured because
74 it permits wider coverage of the population under study and enable the respondents to give candid expression of
75 their opinion.

76 Secondary Data consist of existing data collected by someone else such data include existing literature,
77 information and data collected from Federal office of statistics, National population commission, and other
78 related source. The study also rely data because some of them are expensive to collect and there is no tome to
79 collect them as primary data.

80 10 VIII. Population, Sample Size and Sampling Procedure a) 81 Population and Sampling Method

82 The population under study is the population of the five local government within the Ibadan metropolis comprising
83 of 1,624,442 inhabitants. The breakdown of the population per local government is stated here under. All
84 secondary data were collected personally from the various sources such as National population commission.
85 Federal office of statistics and other related sources. These five local governments were grouped into 3 according
86 to their closeness

87 11 Administration of Instrument

88 Two types of questionnaires were designed one for tourist and transportation consumers and the other for
89 tourist and transportation. Companies operators, two enumerators were employed to distribute and collect
90 the questionnaires.

91 The enumerators were personally supervised. Personal contacts were added with some executive officers of the
92 tourist centers and transportation companies to facilitate easy access to information.

93 **12 a) Method of Data Analysis**

94 In the compilation of these data, simple tables were used to validate the result. The use of the chisquare makes it
95 possible to know the level of significant between the observed frequency and the expected frequencies. Presently,
96 it is expected that all the sectors are not performing up to expectation in the National Development.

97 **13 b) Limitation to the Study i. Finance and Material Problem**

98 This affected the study in going up and down, traveling here and there for the purpose of data collection, typing
99 and binding of this project. This is one of the reason while this study is limited to Ibadan city.

100 ii. Time Time is one of the factors that tells much on a study. And time has not been on my side during the
101 time of making this research cause. It does not permit me to go much into places round the country to collect
102 data. This limit the write up within Ibadan city.

103 iii. Physical This is the attitude of people in the area of information collection. Some centers and companies
104 refusal-enumerator entrance into the tourist center and companies due to lack of appropriate letter from
105 institutions and identity card.

106 **14 c) Contribution of the Study to Estate Management Profes- 107 sion**

108 Looking critically into this topic, it contributes in many ways to the estate management profession in the under
109 listed ways. 1. Valuation and revaluation of landed properties assets of tourism and transportation outfits for
110 various purpose as the need arises.

111 **15 Project management:**

112 Project manage the construction from site assemblage through to completion state from suite assemblage through
113 to completion state.

114 **16 d) Definition of Terms i. Tourism**

115 Tourism maybe regarded as the practice of traveling for pleasure for a transient period not undertaken for
116 business. Places are visited for their object of interest, history, culture or scenery. Also tourism is the temporary
117 short term movement of people to destinations outside where they normally live and activities during their stay
118 at their destinations as leisure and recreation can be regarded as twin sisters to tourism.

119 ii. Transportation This is the basic facility for human existence and it is as old as human history. In the course
120 of man's struggle fro survival he had learnt to develop various forms of transportation for his welfare, comfort
121 and efficient performance of his activities in different parts of the world. Transportation can be defined as the
122 means of moving goods, people, animals, services and ideas from the point of origin to another (destination)
123 either by rail, road, water, air, pipes or telecommunication.

124 iii. National Development This is the overall growth, expansion or progress recorded in the economy that
125 affects the whole nation. It is measured by the increase in the cross domestic product (GDP).

126 iv. Investment This is an economic or social phenomenon through which an individual, entrepreneur or group
127 of persons or authority commits him or her capital resources to a developmental project with anticipation of
128 getting some returns above the original capital invested as well as above the returns from outer available forms of
129 investment. Also, it may be inform of utilization of nation, a people, or a political division of the earth surface.
130 Generally people often refer land to the ground soil, or earth as something on which they can walk, build house
131 plant a garden or grow a crop. These commonly accepted meaning of land cannot be confused with more technical
132 concepts used by estate surveyors or lawyer. Section two of the property and conveyance law of Western Nigeria
133 (Now Oyo, Ondo, Ogun, Osun and Ekiti State) 1959 which is till in use defines land. Thus "Land includes land
134 of any tenure, building or parts of buildings (whether the division in horizontal, vertical or made in any other
135 way and other corporal hereditaments and easements, right privilege or benefit in over or derived from land.

136 **17 e) Estate Surveyor And Valuer**

137 Surveyor and valuer is a person recognized as associate member of the Nigerian institute of Estate surveyors
138 and valuers (NIESV) and registered by the council of The Estate Surveyor and Valuers A trained professional
139 in the multi-disciplinary profession Landexpert, who perform a coordinating function and act as an important
140 co-efficient-in the development process. He helps in acquiring suitable sites for development, prepares the initial
141 feasibility) viability report, project manager, handles letting/sales of finished projects. The Estate surveyor and
142 valuer is involved at all stages of the development process. He is the person who helps the developer during
143 the construction stage and completion. He is the one left behind to let or dispose if the property or even take
144 responsibility for us effective management until the property is due for redevelopment.

145 **18 Chapter Two**

146 I.

147 **19 Literature Review a) What Constitutes National Development**

148

149 National development embraces all the activity sectors of the nation's economy ranging from Agriculture, crude
150 petroleum and Gas, to repair services whose performance is measured by Gross Domestic product (see table 3
151 in Appendix A). This measures the total domestic and foreign value added created residents of a country, while
152 the Gross National Product (GNP) per capital is the value for every individual in the country.

153 In terms of growth, there are indications that although total real GDP performed reasonably well in Nigeria
154 since 1985, as shown in Table ??, this is unlikely to improve well-being of the average Nigerian especially the wage
155 earners. Index D evidence at the macro level suggests that the average Nigerian wage earner became severely in
156 pauperized in 1996.

157 According to empirical evidence, by the 1996 United Nations Human Resources index, Nigeria ranked 137 th
158 out of 173 countries with Cote D'Ivorie, Zambia, Ghana and Kenya ahead of her in 1995.

159 In any case, the domestic factors that may likely affect growth and development in the economy have been
160 identified as. a) Realistic exchange rate. b) Balanced budget and small ratio of government contribution to GDP.
161 c) Open trade policy as opposed to inward oriented, import substitution strategy and tariff regimes d) Political
162 stability and good governance. e) Development of human capital/resources countries with skilled people grow
163 faster. f) (Domestic resource. Mobilization-the benefits are enormous In all, national development or economic
164 growth is recorded when a nationa's economy experiences increase in the GDP in the Economy. But this does
165 not necessarily reflect in the welfare of the people especially where there is increased in the incidence of poverty
166 as with in Nigeria between 1980 and 1996 (see Table 6 and 7) i

167 **20 . The Place Of Tourism And Transportation In World Development**

168

169 The global history of tourism development on a commercial basis can be traced to the invention of money as
170 a medium of exchange in the middle ages and the development of modern modes of transportation which gave
171 impetus to trade and travels Environmental Analysts, Tourism professional and Economist all over the world
172 have recognized tourism as dependable foreign exchange earner and the world's largest jobs generator.

173 Economically, development and growth are dependent on a favorable balance of payment and trade; and
174 tourism, a foreign exchange spinner, in an economic phenomenon in this respect. In Cairo, Egypt presence of
175 large number of tourists annually made the government to upgrade the Cairo airport to international standards
176 in the 1960s; and since then Cairo and Alexandria became cynosures of Tourism Organization show that Africa
177 as a whole receives just two percent of all arrivals worldwide. This indicates that there should be a pan-African
178 Campaign to significantly increase the figures with corresponding rise in foreign exchange earnings of development.

179 'No escape from transportation' is a valid transport fact from a study of economic history. This illustrates the
180 crucial roles of transport in the sustenance and expansion of the ancient civilizations, in the circumnavigation of
181 the globe and conquest of the world as well as in social, economic, political and military sphere of human life are
182 too well-known to require detailed thesis within the time allocated for this study. In short the exploration and
183 subsequent 'effective occupation' of the European Colonists in Africa, Asia and Americans were largely dependent
184 on the development of water and land transportation, while rail transport boosted the industrial Revolution in
185 Create Britain (1750 -1850).

186 Lord Lugard in 1922 asserted that 'the development of Africa can be summed up in one word -'transport'. Also
187 in 1962 the stand ford Research institute of Canada commissioned to study the transportation system in Nigeria
188 declared that the economic development of Nigeria is largely the story of opening of its vast area by Various forms
189 of transportation resulting in the economic growth which in turn, Stimulated the demand for transportation (S.
190 R. I. ??eport, 1961).

191 History has it that the transformation of Chile's transportation sector was one of the move that accelerated
192 its becoming an exporter of grapes and other fruit to all parts of the world. The Chilean Government changed
193 the regulation and allowed the private sector to operate the electricity were even liberalized before create Britain.
194 Again, it is a known fact the spread of production trade and ideas are all dependent upon movement either by
195 rail, road, water, telecommunication or pipes\tunnels. Its Contributions to the cross Domestic product.(see table
196 4) Finally it is said that transportation is the engine for positive development all over the world; while tourism
197 would be a booming business if advantage is taken of transportation and communication facilities.

198 ii. Land Factor In Tourism And Transportation Land provides space and tenure for all human activities
199 including tourism and transportation. For the purpose of this study land may be broadly defined as encompassing
200 physical resources of land-reforms of various types, water bodies, climate, forests, wilderness and man-made
201 landed properties of all factors of production required to meet the rising demand for tourism and transportation,
202 there is no doubt that land is the most crucial without land, other factors of production (Labour, capital and
203 Etenrprenership) cannot be made to produce adequate facilities for tourism and transportation.

204 By their nature, tourist centers cum facilities including every form of leisure or recreation require extensive
205 land areas. For example, the zoological gardens and wild life game. Reserve are major land consuming activities
206 and they are in competition with other urban industrial and agricultural projects which have relatively high short
207 term returns. The pressure of tourism on land in the urban areas and the country side piles up considerably
208 whenever fast means of transportation is introduced and put in use. This is the mobility factor in tourism.

209 Nigeria as a country bestowed by nature, land features that will make physical infrastructure for tourism
210 possible. A few examples are various types of landforms including waterfalls, coastal formations and water bodies,
211 long sandy beaches network of Lagoons and creeks, extensive forest resources On the other hand, transportation
212 is similarly in the world and so the available land must be planned for its effective dimension of 923,768 square
213 kilometers, fairly well-watered, wholly in the tropic and of moderate relief. Within this dimension, the Nigerian
214 airspace, coast line and rivers are contained and all transportation system will have to operate within this limited
215 space.

216 Recognizing that every form of movement needs a portion of land space to effect the actual movement set-off
217 and return, planners of the transportation system of any nation cannot safely neglect the planning of land on
218 which the system will depend. Land supply in its physical quality and quantity can constitute a key element and
219 bottleneck in the planning, development and effective utilization of the transportation system in Nigeria. Yet
220 land input aspect of transportation has been grossly neglected. Due to the neglect, death of data is encountered
221 and this has led to frustration in executing some major transportation projects (Gandonu 1981).

222 On the whole, flourishing tourism and sustainable transportation system thrive on land -a crucial factor of
223 production. And as such, our interest should be to have a balanced allocation of Nigeria's land resources to satisfy
224 our tourism and transportation requirements without running into conflicts with other uses for the limited land.
225 As the Nigerian land area is finite and population is exploding, we should be guided with the advice give to
226 America when it was a nation of 25 million people by the Scottish essayist and the author of "The French
227 Revolution" (1837), Thomas Carlyle (1795-1881) -"(on won't have any trouble in your country as long as you have
228 few people and much land, but when you have many people and little land, you r trials will begin" So we should
229 not wait for the trials before we realize the importance of planning our land.

230 **21 b) The Land Use Act**

231 In his broadcast to the nation on the 29 th June, 1976, the Head of State and the Chairman of the supreme
232 Military Council (SMC), General Olusegun Obasanjo (as he was then) enlightened the nation on the deliberations
233 of the SMC regarding "Some basic and economic problems facing us". Among those problems highlighted were
234 rent control and housing problem. Land Reform Commission was consequently set-up to examine the land tenure
235 systems in the country and recommend steps to streamline them and facilitate the acquisition of land for the
236 construction of housing. The commission's report gave birth to the land use Decree (No.6) of 1978 (now Act)
237 which came into force on 29 th March, 1978.

238 By virtue of section 274(5)(d) of the constitution of the Federal Republic of Nigeria, 1979 and amended,
239 the land use Act has been entrenched into the constitution. And as such, it cannot ordinarily be amended
240 or repealed, but in accordance with the provisions of section 9(2) of the constitution. Experts in the Landed
241 profession felt that the action of the SMC is too radical to incorporate nationalization of land into the constitution
242 of a country that operates capitalism. The NIESV position on this issue is that the Act should be expunged
243 from the constitution to enable it be amended to meet the political, economic and social changes in the country.
244 This had been made known to the past and current governments. It is an open secret and a common place for
245 any person or corporate body that obtains land from the Governments to pay for the land twice. First to the
246 original/former owners and/or the "Omo oniles" and thereafter the allocation fees to the Government. It is a
247 must that they are settled before the allottee can take the physical possession of land. Yet, the Government closes
248 its eyes to this false impression that all is well with the Act.

249 With the impediments of conflict of claims, operational machinery, definition of developed land and lack of
250 manpower to foster speedy processing of applications, and the currency of the Federal governments policy on
251 privatization and commercialisation of government parastatals and companies.

252 **22 c) Land Acquisition**

253 Land acquisition for whatever purpose, be it for tourism, transportation, agriculture, health or education, costs
254 time and money. In any case, the public is usually receptive to transportation projects because they are seen
255 as physical development avenues. A road is recognized everywhere as an important means of opening up or
256 developing rural areas. Egerton as far back as in 1905 recognized the civilizing influence of roads when he said
257 "Give me roads-good, broad and straight right through the jungle from one tribal area to the next-then we will
258 be able to let in the light". However, land should not be taken with intent to deprive or punish the legitimate
259 holders. At all times, there must be a clean motive in the location or routing of transportation projects.

260 Delays in compensatory claimant should be avoided. Otherwise individuals or communities may restrict future
261 investors especially now that issue of reparations for the past years of cheating and neglect of communities are
262 being echoed. The Niger Delta experience is fresh in our memories. Even every rural dweller and communities
263 want to benefit from whatever resources that are available within their locality. For example, the Ife-Ibadan Road

264 Dualization project started years back and enumeration exercises were carried out up till now, no compensation
265 has been fully paid to the claimants whose properties/crops were affected.

266 Land matter may remain sensitive issue in Nigeria affairs, and as much government should give same urgent
267 attention, at all times.

268 **d) Tourist Attractions/Centres**

269 Nigeria is abundantly blessed with a lot of sunshine, wide range of flora and fauna diverse multiracial culture,
270 which offers tourist delight of a tropical holiday. Nigeria's attractions are varied, plentiful and evenly spread
271 throughout the length and breath of all the local governments areas in the 36 states and Abuja

272 **e) Transportation System And Components As An Exposition To The Relationship Between Them And National Development**

273 As mentioned earlier, transportation is very essential for development and growth of a state/Nation. However,
274 many tend to ignore the modal attributes as well as the component. Characteristic inherent in transport.

275 These omissions tend to shroud the potentialities of transportation and thereby undermines better appreciation
276 of transportation to the society and human race. Without transportation, economic and social systems would
277 simply grind to a halt (Faulks 1990) recognizing this vital role, successive governments in Nigeria either military
278 or civilian, had and are still investing hundreds of millions of Naira in the transportation sector. Development
279 plans, budgetary provisions for the transportation sectors were 19.5%, 23.7% 22.3% and 15.1%. More than
280 \$6billion was earmarked for transportation programmes, at the Federal level alone during 1998-2000 Rolling plan
281 period. However, the importance of the transportation section to the Nigeria economy would be appreciated with
282 the knowledge of its capital contribution to the Gross Domestic production 1996, 1997 and 1998, the current
283 constant factor costs in percentage are 2.26, 2.52, and 2.93 respectively In any case, some of the contribution/roles
284 of transportation in the sustainability of developing economy can be summarized as follows: i.

287 **25 Historical Background of Ibadan**

288 Ibadan was formed in 1821 a war camp but grew rapidly because of its position as a nodal between towns in the
289 forest region and those in the grassland. Ibadan as a war town had political dominance over the surrounding
290 towns. And the name IBADAN was carved out of "EBA ODAN" meaning beside Odan tree. And the arrival of
291 the British colonial master in 1893 made the town a regional commercial centre.

292 There was railway extension in 1901 from Lagos to Ibadan due to the increase from Lagos to Ibadan due to the
293 increase of Cocoa cultivation in the surrounding towns and villages of Ibadan. This made Ibadan an important
294 centre for the collection of agricultural products from various parts of the country. This attracted many investors
295 thus turning Ibadan into a commercial and industrial town.

296 Ibadan is presently the largest urban centre in Nigeria, thickly populated and with good amenities and facilities.
297 Her potential market for industrial finished good contributed to the concentration of both commercial and
298 industrial activities in the city.

299 **26 II. The Geographical Location of Ibadan**

300 Ibadan is the capital city of Oyo State. It is assumed to be the second largest city in Africa (Cairo being the
301 largest in Africa). Ibadan covers an undulating area of about 452 m² inhabited by about 1,829,187 people by
302 census. Ibadan is situated south of the sahara Desert, about 137km from Lagos and lies between longitudes 3°47'
303 and 3°59' East and Latitude 7°19' and 7°29' North of the Greenwich meridian. The city is about 235 meter
304 above the sea level. The city has a fairly high uniform temperature, moderately, heavy seasonal rainfall, high
305 relative humidity and intense cloud over.

306 The city is naturally drained by ogunpa, odoona, Kudeti and ogbere rivers. The city is connected to most
307 important towns in the country by roads air routes and railway. Ibadan metropolis is made of Ibadan North local
308 governments. Ibadan North East local government, Ibadan South East local government, which was formerly
309 administered by the then Ibadan municipal Government.

310 **27 III. The Population Study of Ibadan**

311 The population of Ibadan increase due to the fulani wars and tsetse fly in the middle belt of Nigeria which lead
312 to the movement of many people dawn from the Northern parts to southern parts of Nigeria. IV.

313 **28 Ownership of Land in Ibadan**

314 The ownership of land in Ibadan is loosely used. Sometimes it denotes absolute ownership while at other times,
315 it is used in a context, which indicates that In actual fact, any customary right of ownership in Ibadan confers
316 no right of property ownership on anybody but only of possession. A customary right of occupancy creates no
317 estate in land, since estate implies an object of land ownership.

318 **29 Table 3 : Ibadan Population Census and Projections**

319 The customary land system has no fixed duration in the use of land for any member of the family. It only confers
320 the right to treat and make use of land. But no member of the family has the right to treat and make use of
321 land. But no member of the family has the right to dispose or alienate the family land as his personal estate.
322 The family land is usually entrusted to the head of the family. The head of the family must not treat the land
323 as his personal property or sell the land without the consultation of the principal members of the family.

324 Holding of land within the family is considered as the most precious inheritance from their fore fathers. Land
325 is said to be held in trust for those dead, those still living and countless yet unborn. Selling out the family land
326 amount to selling out their rights, their fore fathers rights and their children's right yet unborn. Selling of the
327 family land arose later as a result of economic emancipation of the family.

328 In doing so, the family with several plots decides to sell part and share the proceeds among all the members of
329 the family. Such transfer of the rights from the family to a proprietary right is usually subjected to conveyance
330 law of Western Nigeria 1959 which was still applicable in Oyo State before the advent of land use act of 1978.
331 If not sold, the land may be shared among many extended families. As a result, one can find a large extended
332 family encroaching on a very small plot of land. Its highest and best use. Most of these families are very reluctant
333 to give up their families Lands. Thus resulting in creating large slumping residential layouts in the city. Such as
334 Agugu, Bere, Inalende, Kosodo, koloko and other such residential areas.

335 V. Ownership of Land under the Land use Act

336 The land use Act (No. 6 of 1978) came into operation on the 29th March 1978 and is still in operation in every
337 state in Nigeria. The Act stimulates that the lands within each state shall be held in trust and administered by
338 the state Governor of the state for the use and benefit of all Nigerians. All Urban lands shall be controlled and
339 managed by the state Governor, while the local Government will have control and manage all lands in their areas
340 of authority, which are not designated as urban lands. A land use and Allocation committee will be established
341 in each state of the federation to advise the Governor on Land matters in Urban areas.

342 The committee will recommend to the state Governor on the issue of resettlement of people who loose their
343 rights of company for publish purposes. Including the amount of compensation due to them. The member of
344 this committee will be appointed by the state Governor but must include not less than two persons who qualify to
345 serve in the public services, either as Estate surveyors or lands officers. These men must have been qualified for
346 a period of five years. A legal practitioner shall also be a member, while the Governor shall appoint a member
347 if the committee to serve as the chairman.

348 In the case of the non-Urban lands, there will be a land Allocation Advisory committee in each local
349 Government of the country. The membership of this committee shall be appointed by the state Governor, after
350 consultation with the local Government. This committee will advise the local Government on the management of
351 Land in it's areas of authority in each of the local Governments. The land Tenure law in each state shall continue
352 to have effect subject to the provision of the Decree. to demand rent, revise, at such intervals as stated in the
353 certificates of occupancy. 4. The power is given to Governor to impose panel rent if any of the conditions of
354 the certificates of occupancy which were not compiled with. Such conditions include failure to develop or effect
355 improvement on the land allocated. However, if the Governor feels the holder cannot meet with the conditions of
356 the certificate of occupancy due to special circumstances or may bring hardship on the holder, the Governor has
357 the power to waive any or all the conditions. 5. When a statutory right of occupancy is granted by the Governor
358 in respect of a piece of land, all exciting rights to use and the occupation of such land will end.

359 **30 a) Principle of the Land**

360 **31 c) The Power Of The Local Government Under Land**

361 Use Act 1. The Act empowers the local Governments to grant customary rights of occupancy to any person or
362 organisation, for the use of land within their areas of authority, for agriculture residential or other purposes. 2.
363 The lead Government has the power to grant customary right of occupancy for the use of land not exceeding
364 500 hectares for agriculture and 5,000 hectares for grazing of animals. Any grant above this shall be with the
365 permission of the state Governor.

366 **32 The Act empowers the local Government to occupy**

367 and use, for public benefit, any land, within its areas of authority, provided that such land is not within the
368 areas defined as urban. Also they may not use and occupy any land which is the subject of a statutory right
369 of occupancy nor may enter any area compulsorily acquired by the federal or state Government. 4. The local
370 Government has power to revoke any customary rights of occupancy on any land which it may enter and occupy
371 for public benefits.

372 d

373 **33 Development Process in Ibadan**

374 To embark on any land development in Ibadan the approval of the local planning Authority must be obtained. The
375 permission for the approval which must be in writing to be forwarded to the appropriate local planning Authority.

376 A development process that proceeds the approval may be demolished or the developed fined. The development
377 order may be given to the developer within a short period, say two months, on compliance with the planning
378 Authority request. Where the developer does not receive the development order, it is assumed that the permission
379 has not been granted.

380 Appeal can be made to the director of planning in the local planning authority for re-consideration. In
381 considering the application for permission, the planning Authority will pay particular attention to the following.
382

1. The building line: This is the nearness of the building to center of the road.

383 **34 Density Control:**

384 This is the number of living accommodation to be provided on the rating of the number of person per room. 3.
385 Zoning: This stipulates the type of building that could be erected in a given area as stipulated in the action plan
386 of the area. 4. Orientation: It is the placement of the building to the direction of the sun so as to have direct
387 sunlight and much breeze.

388 **35 VII. The Nature and Authority of Local Planning Authority**

389 The local planning authority is an autonomous statutory organization established under the relevant Town and
390 country planning law of each state. One of the law is the respect of the responsibilities of the planning Authority.
391 These are: 1. The local planning schemes for its areas of jurisdiction and implement them in stages. 2. It also
392 approve layout and building plans after careful scrutiny with due regard to the building byelaw and other zoning
393 regulations. 3. The planning Authority is vested with legal power to see that the owners of landed properties
394 conform to the building bye-law and other regulations so that the master plan is achieved. 4. The Authority
395 exercises police in order to eradicate non-conforming to the planning rules and regulations.

396 **36 If the owners of any development of land do not**

397 comply with the requirements of the Town planning law, the planning Authority can stop it. 6. The planning
398 Authority is empowered to receive any rate, money, property, loan, lease or other assistance for the furtherance
399 of its planning scheme. 7. It is a criminal offence for any person to interfere with the duties and responsibilities
400 of the planning Authority or to move any mark or notice erected on land by the Authority or to molest any
401 employee of the planning Authority who is lawfully at his duty.

402 VIII.

403 **37 Tourism and Trasportation in Ibadan**

404 Tourism and transportation is made up of several locations operating in different part of the Ibadan metropolis
405 and thus dealing with various types that is to say that separate market exists for every tourist centers and
406 transportation companies involving different types of people patronizing them.

407 Tourism is Ibadan involves dealing with relaxation centers like recreation centers, hotels museum for the
408 purpose of pleasure seeking people or those who love to take a time out for the leisure hours. While transportation
409 in Ibadan dealing with all means of transportation people and good within and outside the metropolis. The
410 common mode of transportation in the city are Road, Rail and Air which are operated by individual or private
411 companies while the rail aspect of transportation is been operated solely by the government.

412 **38 IX.**

413 **39 Tourism in Ibadan**

414 Tourism in Ibadan as a source of National Development is seen as non contributive sector to the development in
415 the sense that most of the tourist centers, Zoological garden in the metropolis are not been properly managed
416 and do not attracts people again thereby causing loss on revenue generation to the government, due to non
417 productivity of these centers workers are relieved of their jobs. a) Tourist Centres In Ibadan.

418 i. Bower's tower at Oke Aree ii. The zoological garden university of Ibadan.
419 iii. Agodi Garden iv. National museum Aleshiloye . v. Trans Amusement park Agbowo. Looking at the
420 above listed places with the metropolis of Ibadan, information gathered shows that only the center that is been
421 managed by consultant are performing be and no individual try to go into investing into the tourism sector as
422 it is not well known to be a source that add to the National development. Taking Lagos State for example a lot
423 of individuals, companies not to talk about the contribution in the tourism sector which is been visited from all
424 round the globe.

425 **40 b) Transportation In Ibadan**

426 Transportation in Ibadan is operated by both the private and public in the metropolis, and only two mode of
427 transportation are available within the metropolis and they are (1) Road (ii) Air, the third can only be referred
428 to as occasionally means of transportation and this is the railway.

429 **41 X.**

430 **42 Road Transportation in Ibadan**

431 Metropolis is one of the fast going investment that contribute to the National development of both the government
432 and to private investors, and their are different trypes of raod investment like private: i. Wewe motors ii.
433 G.H.S motors iii. The National union of Road transport worker iv. Individuals v. Co-operative societies State
434 Government (i) Transcity transport company Local Government:

435 Ibadan south west local government mass transit.

436 Among other are those put to operation by cooperative societies and individuals. This provides a lot of revenue
437 to both the local and state government in the sense that annually they have a specific amount been paid to the
438 government as there registration fees or permit as it is called.

439 The other side of transportation is the air transportation, this is just growing into a big time system within
440 the metropolis and this cost people a lot of money to invest on though we have group of people coming together
441 get to bring to existence one or more aircraft, for example: Kabo airline, ADC airline among others these airline
442 makes use of the Ibadan international airport Alakija by the so doing so they pay a certain amount of money to
443 the management of the airport and those ad to the income generated as a means of national development.

444 **43 Chapter Four**

445 I.

446 **44 Data Analysis and Discussion of Finding a) Data Anlaysis
447 And Presentation i. Tourism**

448 The opinion of each of the problem that can cause the non-investment in the area of tourism and transportation
449 were analysed after the interviews carried out. The analysis was based on the number and percentage difference
450 in the opinion expressed per total number of sample. The analysis is based on the tables explained Table 1 at
451 the appendix.

452 The numbers of people or household number is who have visited tourist Attraction centres in the last 6 months
453 by purpose of visit and gender 1999/2002

454 The above table shows that not majority of every household visit the tourist centres or knows the purpose of
455 the centre. For instance only 7.22% of both sexes (female and male) visit the centres for business purpose while
456 30.28% visits for leisure only.

457 And the percentage of the household who has visited a particular household (i.e museum, Zoo are shown in
458 table 2.

459 The above table shows that most households were interested in festivals than any other centres.

460 **45 While table 3 shows the African tourist market as at year
461 2001**

462 This table shows that Nigeria is place in the 8th position meaning that we are not productive in the area of
463 tourism and with the above table we know that tourism aspect is not producing as it should be a contributive
464 factor to the National development.

465 ii. Transportation The opinion gathered shows that transportation contributes greatly to the National
466 development.

467 **46 II.**

468 **47 Discussion of Findings a) General Ecomomic Crunch**

469 It has been observed clearly that what brought the depressed economy of Nigeria is the debt problem and high
470 inflation rate. Depression is characterized by heavy unemployment and low consumer demand relative to the
471 existing production capacity of various industries.

472 By 1996, the quantity and price of crude oil that Nigeria exported fell from two million barrels a day at
473 #9 per barrel oil being the country's major foreign exchange earner, government introduced austerity measure.
474 An immediate effect was retrenchment in the public sector followed by the private sectors as there is no other
475 means that we accrued more foreign exchange, and since the tourism and transportation sectors that failed to
476 be recognised by both the government and private investor to boost the economy of the nation, and consumer
477 demand has reduced because of decline in real incomes resulting from increasing unemployment and declining
478 profit coupled with virulent inflation. In dicative statistics are provided by government in its budget review,
479 gross domestic product (GDP) fell from a growth rate of 4.2%

480 And from data's collected this show the rate at which the poverty level rises i the country. The table below
481 shows that percentage of transportation. Looking at the table it shows how both the public and private investors
482 has contributed to the National Development through their investment in transportation. Transportation has
483 been taken for granted in Nigeria and the sector is overheating because of catalogue of problems. For the present

50 SUMMARY OF FINDING RECOMMENDATION AND CONCLUSION

A) SUMMARY OF FINDING

484 situation of the industry. Can you imagine that Ibadan, a remit modern capital city has no rail head positive
485 results may be achieved this time around in view of the input being made by relevant professionals. Some of the
486 problems include a) Conspicuous absence of a proper co-coordinating Agency for transportation matters arising
487 from poor institutional arrangement for transportation administration. Poor inter modal relationship or general
488 absence of co-ordination among various modes of urban and rural transportation. The nation's transportation
489 system can be described as highly isolatory and competitive rather than promontory complementary service.
490 This situation accelerates the cost of transportation infrastructural provisions and maintenance. b) Complete
491 negation of physical planning regulations which makes it difficult to integrate urban and rural transportation
492 effectively to various land uses in the country. c) Bad governance and managerial incompetence appointment
493 of incompetent people to manage transport concerns/undertakings. This affects transport contribution to the
494 National economy.

495 48 G. Inadequate provision

496 49 b) Prospect of Tourism and Transpotation

497 This discussion of tourism and transportation in a depressed economy particularly in Ibadan metropolis and
498 Nigeria in general id dwindling at an alarming rate and regarded irrelevant digression.

499 And in view of this, the prospect of tourism and transportation industry cannot be over emphasized.

500 The following under mentioned point is the existing features of the sector in a depressed economy like ours. And
501 discussed below are some of the prospect/roles of tourism and transportation in the sustainability of developing
502 country/economy. i. Without transportation, economic and social system would simply grind to a halt (Faulks
503 1990) Recognizing this vital role, successive governments in Nigeria either military or civilian, had and are still
504 investing hundreds of million of Naira in the transportation sector, for example, as shown in Table ??, out of the
505 total public sector capital outlay during the ??972-1978, 1980 -1984, 1985 -1990 and 1991 -1995. Development
506 plans, budgetary provisions for the transportation sectors 19.5%, 23.7%, 22.3% and 15.1%.

507 More than #6 billion was earmarked for transportation programmes, at the federal level alone during the
508 1994-1996 rolling plan period. However, the importance of the transportation sector to the Nigerian economy
509 would appreciated with the knowledge of its capital contribution to the gross. Domestic product. In 1996, 1997,
510 and 1998, the current constant factor cost in percentage, 2.26, 2.52 and 2.93 respectively.

511 In any case some of the prospects of transportation in the sustainability of developing economy can be
512 summarized as follows:

513 i.

514 50 Summary of Finding Recommendation and Conclusion a) 515 Summary of Finding

516 A research work will be in complete if finding in the work are not brought to focus so that sufficient
517 recommendation could be made on the basis of finding. During the course of the research work on this paper,
518 quite a umber of observation and finding were made.

519 Tourism and transportation sectors contribute immensely to the economic development process of Nigeria. And
520 as such, the sectors should be developed to foster and enhance the overall development in multidimensional aspects
521 therefore, the strategies for a greatly improved, competitive and sustainable tourism and transportation sectors
522 are as highlighted below: a) Finding-progammed find on a continuous basis b) Management-Not politicized,
523 appointment based on merit, professional skill and hard work. Frequency in change of management to be
524 discouraged to allow for consistency and continuity of programmes once initiated nothing under entrepreneurial
525 and investment spirit more than erratic government institutions and rapid government reversals. c) Plugging of
526 revenue leakage: that is plugging leakages of revuenuer through embezzlement of funds, fraudulent manipulation
527 of tickets sales, way bills or ticket less travels etc. d) Cultivation for maintenance culture. e) Courtesy-Dealing
528 with people (Tourists) not familiar with the environment required courtesy. f) Privatization of tourism and
529 transportation concerns.

530 It is a viable option and one of the strategies for development.

531 It should be part of the macroeconomic policy. g) Putting in place conducive and enabling macroeconomic
532 environment that would attract investors in the two sectors. h) Direct involvement of the private sector in
533 the provision, running, finding, management and maintenance of transportation and tourism infrastructure and
534 services as in Chile. i) Integration of transport development in the overall urban and rural development of the
535 country. j) Government and their agencies should focus on transport and tourism policy matters, control and
536 enforcement of rules and regulations.

537 k) Discouragement of over reliance on rails mode and development of other modes of transportation especially
538 water and rail. l) Improved delivery of transport services and tourism infrastructure through the adoption
539 of appropriate pricing system and cost recovering and exploitation of the available potentials for tourism and
540 transportation development in consonant with government policies and guidelines.

541 m) Steaming up of rural-urban drift. n) government interference and adoption of measures that can ensure
542 the sustainability of fall transportation and tourism related activitiesswerves, infrastructure, transportation

543 equipment, food hotels etc. o) being purposed by the federal Government (Confirmed by the minister of state
544 for transportation, Alhaji Bello Usman in a meeting with transported union officials in the office in Abuja in
545 late 1999) The bank is to take care of the agencies in the transportation sector of teh economy. p) Proper
546 co-ordination of all transportation modes including rural transportation infrastructure for regional integration
547 purposes. q) Declaration of transportation sector of the economy as a "preferred sector" by the federal government
548 being strategic to the functioning of the economy as in the tourism sector and religiously upholding the status
549 so accorded the sectors. r) Improvement on the rate of national economic growth as well as effective increases in
550 standards of living.

551 II.

552 **51 Conclusion**

553 In this paper, tourism has been identified as a dependable foreign exchange earner as well as the world's largest
554 generator of jobs: while transportation is seen as developmental catalysts and engine in the development processes
555 as it provides the means and linkages by which people, goods, and services, ideas etc are moved into space and
556 time. There is no escape from it. With these, it then follows that the tourism and transportation sectors
557 would ever remain vital components for the envisaged sustainable socioeconomic growth in the new millennium.
558 Tourism cannot thrive without transportation and transportation no nation can achieve desired social, economic
559 and politically goals. Therefore, its roles is undeniably great and tremendous. It is sage to say that there is
560 positive relationship between tourism, transportation and national development.

561 In The words of president Jerry J. Rawlings (1994) "Caring and preservation of the environment is exotically
562 linked to economic" growth. So we should care and preserve our multi-racial culture, heritage, historic monuments
563 etc. and heed to the biblical injunction in the Books of Proverbs "Removes not the ancient landmark which thy
564 fathers set" (Proverb 22:28).

565 The physical infrastructure and human resources development and critical in reshaping the economy in order
566 to realize the vision of economic growth in the new millennium without trained and informed tourism and
567 transportation planner, managers, and laboures even the best of most of the infrastructure cannot be well
568 utilized for the benefit of all.

569 As every activities requires land space, land matter may remain sensitive issue in the Nigerian affairs but with
570 heeding to the strategy put forward in respect of impingement of the land use Act, 1978 from the constitution for
571 easy amendment to reflect the dynamics of societal indices, the sensitivity may as well be reduced to the barest
572 minimum.

573 Finally, with democratic settings, in the country, there will be increases in the public and private investment.
574 This is the confidence the investors needed in the resilience of Nigerian economy which hopefully would turn
575 the prophesies of the local forecasters of gloom and doom into fluke. Concerted efforts must be made by all
576 tourism and transportation stakeholders to ensure that measures and policies that tend to run down the sectors
577 contributions to the nationals economy are avoided or eliminated.

578 **52 III.**

579 **53 Recommendation**

580 Being conscious of the roles/ contributions investments in tourism and transportation can play in the growth of
581 national economy and seeing investment in both sectors as investments in the future of our economy (a window
582 for vital investment and life wire of the economy respectively) the way forward are as summarized below:a) There
583 must be real National e) There should be a well-tailored comprehensive transportation planning for the country
584 as expanding economy requires a reliable, safe, comfortable, efficient and adequate transportation system for its
585 sustenance. f) Nigerians should develop high premium on tourism because of its social, political and economic
586 implications as well as cultivation of maintenance culture to preserve and prolong the life-span of tourism and
587 transportation infrastructure. g) Privatization and commercialization of government parastatals and companies
588 should be a must, and stoppage of discrimination against small scale operators/entrepreneurs and support of
589 informal sector of the economy. The gains of deregulation (liberalization) of the economy is enormous. h) There
590 must be conducive and enabling macroeconomic environment to attract investors to the two sectors tourism
591 (Tourism and transportation) i) All Nigerians should embark on corporate prayer for political stability and
592 lasting democracy that would usher in policy consistencies, strong infrastructural support, and discipline, and
593 cry into god that " affliction shall not rise up a second time" (Nahum 1:9(b)) Notably, political instability
594 has been the bane of the growth and development of the nations economy. j) The government must tackle the
595 stereotype and negative impressions of Nigerians by the outside world with tact and deft mannerism to re-awake
596 investors confidence sapped over the years of bad governance and management of resources: and bring the down-
597 turn economy to perpetual normalcy. k) We must evolve our own pattern of development for genuine development
598 to take place consistent with our own cultural heritage and tradition development must start with the people and
599 not with food and things: people's orientation, organization and discipline, for it to prosper on the scantiest basis
600 of natural wealth. l) Adhoc or fire-fighting technique in developing the tourism and transportation in Nigeria
601 should be discourage. Rather long term planning techniques should be devised and applied to avoid wastage of
602 resources. m) The issues and suggestions put forward by the committee on vision 2010 should be thoroughly

53 RECOMMENDATION

603 examined from a general perspective in order to privatize them to ensure effective implementation and attainment
604 of desired results. n) Efforts must be made to sustain the gains made towards effective transportation of men
605 and materials by being cautious of restricting the supply side means of policy of metro vehicles and reasonable
606 level of petroleum subsidy require utmost consideration by the government current road rehabilitation must be
607 sustained and extended to waterways and modernization of railways. The national and private airlines operators
608 must be daveivable and competitive towards improved domestic national services. o) The Federal Government
609 should vigorously pursue the policy objectives on tourism as enshrined in the Act No. 81 of 1997 in a bid to
610 develop and promote tourism into an economically, socially and politically viable industry and made the zonal
611 offices in Lagos, Calabar, Bauchi , Kano and Ibadan more functional.

612 Above all, the objectives includes: i. To increase inflow of foreign exchange through the promotion of
613 international tourism ii. (Encourage even development of tourism based enterprises. iii. To accelerate rural-
614 urban integration. iv. The foster socio-cultural unity among the various groups in the country through the
615 promotion of domestic tourism. v. To promote and encourage active private sector participation. p) Mandate
616 should be given to tourism sectors as a "preferred sectors" of the economy to be number two (s) foreign exchange
617 earner after crude oil, for the industry to maintain steady expansion for this, markets interested in our products
618 of heritage, culture and history should be identified to propel tourism industry to the forefront. q) Finally,
619 surveyors should always be involved in the policy making in all spheres of the economy (tourism development
620 and transportation inclusive) to enable them give professional advice to the government in the interest of the
nation.

1 2 3 4



Figure 1: A.

621

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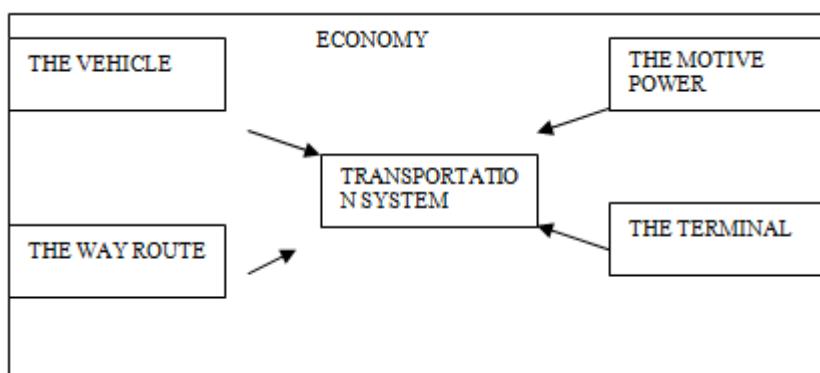


Figure 2:

53 RECOMMENDATION

YEAR	CDP AT GDP N'BILLION	GROWTH RATE (%0	GROSS IVEST 1984 PRICES N'BILLION	GROSS IVEST GROWTH RATE (%)	GROSS INVEST GDP RATIO (%)
1980	96.2	5.5	N/A		
1981	70.4	-26.8	13.9		19.7
1982	70.2	-0.3	10.3	-25.9	14.7
1983	66.4	-5.4	7.6	26.2	11.4
1984	63.0	-5.1	3.2	-57.9	5.1
1985	68.9	9.4	4.2	31.2	6.1
1986	71.1	3.2	4.8	14.3	6.8
1987	70.7	-6.0	3.6	-25.0	5.1
1988	77.8	0.0	3.1	-13.9	4.0
1989	83.5	7.3	4.2	35.5	5.0
1990	90.3	8.3	5.7	35.7	6.3
1991	94.6	4.5	5.9	3.5	6.2
1992	97.4	3.0	5.6	-5.1	5.7
1993	99.6	2.3	6.6	17.9	6.6
1994	101.0	1.3	5.9	10.6	5.8
1995	103.5	2.2	6.2	5.1	6.0
1996	107.0	3.4	5.5	-11.3	5.1
1997	111.05	3.8	N/A	N/A	N/A
1998	N/A	2.4	N/A	N/A	N/A

Figure 3:

YEAR	ROAD	RAIL	OCEAN	AIR	TOTAL
1981	5.17	0.15	0.46	0.20	5.98
1982	5.93	0.17	0.38	0.23	4.71
1983	3.26	0.16	0.61	0.26	4.29
1984	3.31	0.17	0.43	0.27	4.18
1985	3.38	0.12	0.34	0.25	4.60
1986	3.34	0.11	0.24	0.21	3.90
1987	3.39	0.08	0.23	0.21	3.91
1988	3.12	0.06	0.23	0.18	3.35
1989	2.97	0.04	0.18	0.16	3.59
1990	2.8	0.04	0.17	0.15	3.16
1991	2.78	0.03	0.17	0.14	3.12
1992	2.84	0.02	0.16	0.14	3.17
1993	2.93	0.02	0.15	0.11	3.22
1994	2.93	0.00	0.14	0.1	3.17
1995	2.9	0.00	0.15	0.1	3.15
1996	2.86	0.00	0.15	0.1	3.11
1997*	2.84	0.00	0.14	0.1	3.08

1

Figure 4: Figure 1 :

53 RECOMMENDATION

S/NO	COUNTRY	ARRIVAL 99(000)	% CHANGE 2000/2001	RECEIPTS	% CHANGE 2000/2001
				(US \$ MILLION)	
1	South Africa	5,530	11.9	2,297	15.1
2.	Tunisia	4,263	9.7	1,540	6.1
3.	Morocco	3,115	15.7	1,200	-13.1
4.	Zimbabwe	1,894	8.7	250	14.2
5.	Kenya	750	4.6	502	5.9
6.	Botswana	728	3.0	181	1.7
7.	Algeria	635	5.0	-	-
8.	Nigeria	611	-25.7	86	1.2
9.	Mauritius	536	10.1	504	0.0
10.	Eritrea	492	18.0	75	8.7
11.	Namibia	410	1.2	210	1.0
12.	Reunion	368	6.1	273	5.8
13.	Tanzania	350	12.9	360	11.8
14.	Ghana	325	6.6	266	6.8
15	Swaziland	322	2.2	-	-

Figure 5:

S/NO	PLAN PERIOD	PLAN SIZE MILLION	TRANSPORT SECTOR	PROPORTION OF
			ALLOCATION (@ MILLION)	SECTOR (AS A % OF PLAN SIZE)
1.	1999	1,586.000	309.092	19.500
2.	2000	2,050.000	472.398	23.659
3.	2001	43,314.000	9,677.541	22.300
4.	2002	70,500.000	10,707.616	15.171

1

Figure 6: 1

YEAR	POVERTY LINE	ESTIMATED TOTAL POPULATION	POPULATION IN POVERTY
1998	28.1%	65M	17.7M
1999	46.3%	75M	34.7M
2000	42.7%	91.5M	39.2M
2001	65.6%	102.3M	67.1M

Figure 7:

YEAR	REAL GDP GROWTH	SHARE OF COMPENSATION OF EMPLOYEES	GROWTH OF REAL COMPENSATION OF EMPLOYEES
1981		23.61	
1982	0.34	3.52	-0.74
1983	-5.37	24.72	-0.52
1984	-5.10	23.27	-10.67
1985	9.38	22.10	3.90
1986	3.13	20.65	3.64
1987	0.47	23.70	14.22
1988	9.91	25.59	18.65
1989	7.39	27.33	14.64
1990	8.20	28.78	13.94
1991	4.73	30.65	11.55
1992	2.99	26.26	-11.55
1993	2.65	27.27	6.24
1994	1.32	26.27	-2.05
1995	2.14	11.32	-55.98
1996	3.40	9.03	-17.56

Figure 8:

53 RECOMMENDATION

1

S/NO

Figure 9: Table 1 :

2

GROUP A Ibadan South West Local Government. Ibadan South East Local Government.
GROUP B Ibadan North East Local Government Ibadan North West Local Government
GROUP C Ibadan North Local Government.

Figure 10: Table 2 :

In 1952 Ibadan's population census was 459,196 inhabitants. That of 1963 census was 627,399, while 1972 estimated put Ibadan at 720,000. That of 1976 projected estimate was 863,000 and that of 1979 was 1,006,759. The 1991 census put the population in Ibadan at 1,829,187. See the table below:

1911	Population Census	175,000
1921	projected Estimate	238,075
1931	Projected Estimate	397,133
1952	population Census	459,196
1963	population Census	627,379
1972	projected Estimate	720,000
1976	Projected Estimate	863,000
1979	Projected Estimate	1006,759
1991	population Census	1829,187

Source: National Population Census (NPC)

Figure 11:

b) The Power of The State Governor Under Land Use Act

1. The Act empowers the state Governor to grant statutory rights of occupancy to any person for any reason.
2. It empowers the Governor to handle matters concerning grievances in matters of rights of occupancy such as right of way through another person's land.
3. The Governor has the power under the land use Act
2. Statuary right of occupancy granted by the state Governor must be for a definite period of time and may contain terms between the holder and Governor.
3. The Act provides that any person who is granted a statutory right of occupancy shall be issued a certificate signed by the Governor if such person applies to him. He has to pay any prescribed fee on the certificate.
4. If any person is issued a certificate of occupancy refuses or neglects to accept and pay for it, without any lawful reason he shall have his certificate revoked by the state Governor. He shall also pay all incidental expenses incurred on the issuance of the certificate.
5. The Act stipulates that the term and condition on a certificate of occupancy shall be enforced against the holder and all his successors if he has not signed to indicate his acceptance.
6. The state Governor or any public officer authorized by him, is empowered by the Decree to enter and inspect any land which enjoys any statutory right of occupancy, at any reasonable time, and the occupier is bound by the Act to permit such an inspection.
7. License shall be granted by the Governor to any person to remove or extract stone, gravel, clay sand or any other materials, which may be needed for building or manufacturing of building materials, as

[Note: long as such land is not held under a statutory right of occupancy by any person, and that such land has not been given out under minerals Act. 8. The Act compels the holder of a statutory right of occupancy to maintain to the satisfaction of the state Governor or his approved agent, the defined boundaries of the lands he is holding. If he fails to do so,]

Figure 12:

3. The Act provides that during the tenure of a rights of occupancy, the holder has sole rights and absolute possession of all improvements on the approval of the state Governor to order to transfer, assign, or mortgage any improvements on the land for which he has a certificate of occupancy.

4. The holder of certificate of occupancy is entitled to compensation for the existing improvements on his land if his interest is revoked by the state Governor or the local Government for any public use

VI.

Figure 13:

1

1.	AGRCULTURE	26.05	28.5	32.93
2.	LIVESTOCK	3.22	3.46	3.91
3.	FORESTRY	0.35	0.41	0.53
4.	FISHING	1.1	1.28	1.61
5.	MINING AND QUARRYING	43.68	38.97	28.03
5.1	COAL	0	0	0
5.2	CRUDE PETROLEUM AND GAS	43.59	38.87	27.9
5.3	METAL ORE	0	0	0
5.4	QUARRYING AND OTHERS	0.09	0.1	0.13
6.	MANUFACTURING	4.84	5.08	5.38
6.1	LARGE SCALE	4.15	4.35	4.61
6.2	SMALL SCALE	0.69	0.73	0.77
7.	UTILITIES	0.07	0.07	0.08
7.1	ELECTRICITY	0.04	0.04	0.05
7.2	WATER	0.03	0.03	0.03
8.	BUILDING AND CONSTRUC-TION	0.59	0.56	0.9
9.	TRANSPORT	2.26	2.52	2.93
9.1	ROAD	2.21	2.46	2.86
9.2	RAIL	0	0	0
9.3	OCEAN	0.02	0.02	0.02
9.4	AIR	0.03	0.04	0.05
10.	COMMUNICATION	0.03	0.03	0.04
10.1	NITEL	0.01	0.01	0.01
10.2	NIPOST	0.01	0.01	0.01
10.3	RADIO AND TELEVISION	0.01	0.01	0.01
11.	WHOLESALE AND RETAIL TRADE	13.03	13.84	16.09
12.	HOTEL AND RESTAURANTS	0.12	0.15	0.18

Figure 14: Table 1 :

2

YEAR	ROAD	RAIL	OCEAN	AIR	TOTAL
1981	5.17	0.15	0.46	0.20	5.98
1982	5.93	0.17	0.38	0.23	4.71
1983	3.26	0.16	0.61	0.26	4.29
1984	3.31	0.17	0.43	0.27	4.18
1985	3.88	0.12	0.34	0.25	4.60
1986	3.34	0.11	0.24	0.21	3.90
1987	3.39	0.08	0.23	0.21	3.91
1988	3.12	0.06	0.23	0.18	3.59
1989	2.97	0.04	0.18	0.16	3.35
1990	2.8	0.04	0.17	0.15	3.16
1991	2.78	0.03	0.17	0.14	3.12
1992	2.84	0.02	0.16	0.14	3.17
1993	2.93	0.02	0.15	0.11	3.22
1994	2.93	0.00	0.14	0.1	3.17
1995	2.9	0.00	0.15	0.1	3.15
1996	2.86	0.00	0.15	0.1	3.11
1997*	2.84	0.00	0.14	0.1	3.08

Source: Federal Office of Statistics, Infoprmation Department

Note: * Provisional

0.00 = Less than 0.01%.

Figure 15: Table 2 :

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Figure 16: Table 3 :

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[Note: Source: Federal Office of Statistics, Information Department, Lagos Office]

Figure 17: Table 6 :

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Figure 18: Table 7 :

53 RECOMMENDATION

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