

**WATERWAYS TRANSPORTATION
BUSINESS IN LAGOS STATE, NIGERIA:
(OWO, IN OJO LOCAL GOVERNMENT)
A CASE STUDY.**

**PREPARED BY: Olatunji
Nurudeen ADEBAYO**

**SUPERVISED BY: Professor
Bujorel PAVALOIU
bujor.pavaloiu@upb.ro**

Table of Contents:

CHAPTER ONE:

1.0 BACKGROUND TO THE STUDY

Types of transportation business in Nigeria

CHAPTER TWO:

2.0 CONCEPTUAL FRAMEWORK.

Concept of Water Transportation

Kinds of Waterways Transportation

CHAPTER THREE:

3.0 LITERATURE REVIEW

Effects of Neglect on Water Transportation in Nigeria

CHAPTER FOUR:

4.0 DATA PRESENTATION, ANALYSIS, INTERPRETATION, AND DISCUSSION

CHAPTER FIVE:

5.0 SUMMARY OF FINDINGS, CONCLUSION, AND RECOMMENDATIONS

Student research Questionnaire

References

GENERAL OVERVIEW OF STUDY:


As indicated by Isamaila, d.a. (2008), he expatiates on transportation as a significant piece of human movement. It is the thing that aids our movability as people. 'the transportation business in Nigeria is as yet developing, particularly with the expansion in populace which is assessed at 180,000 million starting in 2018'. Wandering into the transportation business in Nigeria is a feasible recommendation because the business has demonstrated to be rewarding and beneficial throughout the long term. What makes the business monetarily feasible is that the interest by business transport clients outperforms the stockpile. Indeed, even vehicle proprietors utilize business transport. Thus, it is protected to say that up to 70% of the Nigerian populace utilizes public vehicles.

LITERATURE REVIEW

According to Ndikom O.B.C, (2008) Nigeria boasts Africa's second-longest waterways, with around 8,600 kilometers of inland waterways and an 852-kilometer coastland. Nigeria's longest rivers, the Niger and Benue, run through the country, dividing it into cardinal east, west, and north portions. At Lokoja, the two rivers converge and spill into the Atlantic Ocean. The coastal waterways run from Badagry to Calabar, passing through Warri. Although water transportation is slow and unsuitable for faster passenger movement, an efficient coastal and inland waterways development, operation, and system can generally minimize the pressure on a country's rail and road transport infrastructure, with an average share of about 1.6 percent of Nigeria's Gross Domestic Product (GDP) i.e., internally generated cargoes. The operation of inland waterways transportation is extremely cost-effective when it comes to transferring big equipment and machinery, especially when speed is not a factor. Despite their great potential, Nigeria's inland waterways are undervalued, underutilized, and neglected. This has forced Nigeria's Federal Government to examine interior waterways more closely.

Ndikom, O.B.C. (2008). maritime transport: management and administration in Nigeria, Lagos: Bunmico Publishers



A background image showing a group of business professionals in a meeting, looking at a laptop screen. The image is overlaid with a dark, semi-transparent circular graphic containing white lines and numbers, resembling a data visualization or a futuristic interface. The text is overlaid on the right side of the image.

ANALYSES OF THE RESEARCH QUESTIONS ON PASSENGERS RESPONSES:

Data presentation, analysis, interpretation, and discussion

this chapter centers on the presentation, interpretation, and discussion of the results of the data analyzed. having considered the situation of covid-19 coupled with the discovery of other cases of flu-like delta variants and omicron variants, the survey was done via online. although and of course there are various challenges.

the demographic details of the respondents, presentation of the respondent's responses to the research questions is also shown.

**DEMOGRAPHIC
INFORMATION
OF THE
PASSENGERS:**

SEX

AGE

MARITAL STATUS

OCCUPATION

INCOME GROUP

EDUCATIONAL ATTAINMENT



	Density	Percentage	Total
SEX			
Valid Male	23	54.8	54.8
Valid Female	19	45.2	45.2
Valid Total	42	100%	100%

	Density	Percentage	Total
AGE			
Valid Below 25 years	9	20.9	20.9
Valid 26-35 years	17	39.5	39.5
Valid 36-45 years	15	34.9	34.9
Valid 46-55 years	1	2.3	2.3
Valid 56 years and above	1	2.3	2.3
Valid Total	43	100%	100%

	Density	Percentage	Total
Marital Status			
Valid Single	21	48.8	48.8
Valid Married	22	52.2	52.2
Valid Divorce	-	-	-
Valid Total	43	100%	100%

	Density	Percentage	Total
Occupation			
Valid Students	11	25.6	25.6
Valid Business	14	32.6	32.6
Valid Civil Servant	4	9.3	9.3
Valid Private Company	14	32.6	32.6
Valid Security Agent	-	-	-
Valid Total	43	100%	100%

Income group

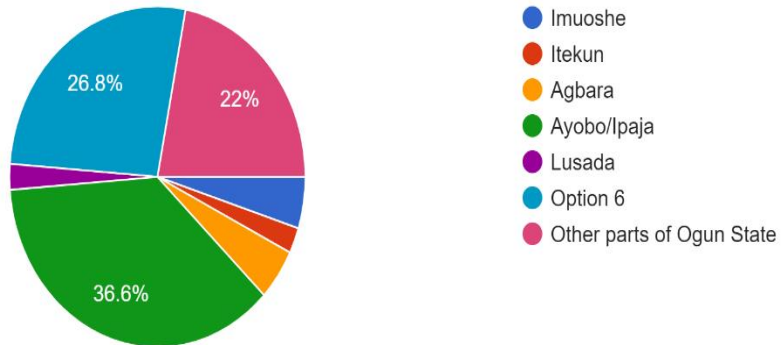
	Density	Percentage	Total
Valid			
Low Income, N10,000-N50,000	14	32.6	32.6
Medium Income, N51,000-N200,000	20	46.5	46.5
High Income, Above N200,000	9	20.9	20.9
Total	43	100%	100%

Educational Attainment

	Frequency	Percent	Cumulative Percent
Valid			
Secondary Education	4	9.3	9.3
Colleges, Polytechnics/Universities	39	90.7	90.7
Primary	-	-	-
Total	43	100%	100%

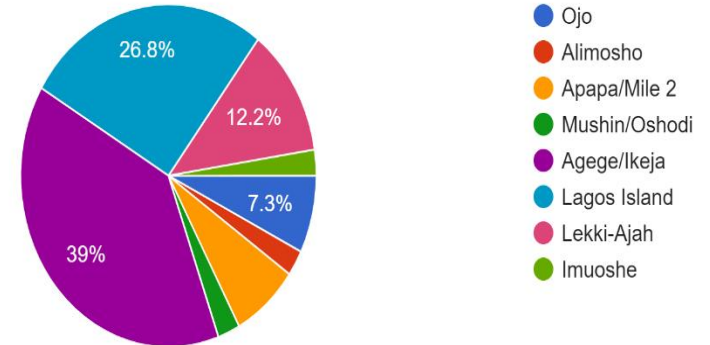
7. Where do you reside?

41 responses

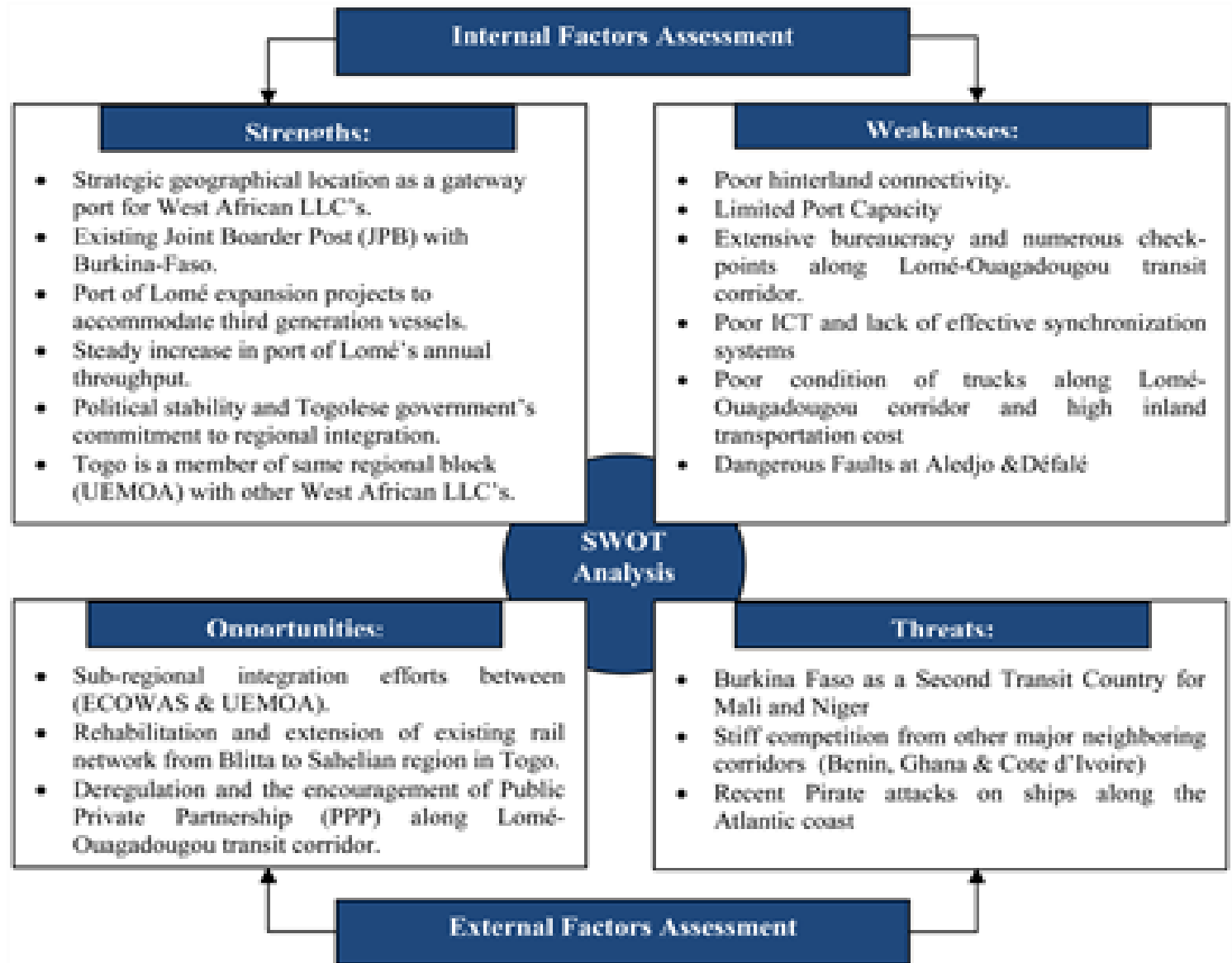


8. Where do you work

41 responses



SWOT:
In relation to piracy in
the Gulf of Guinea



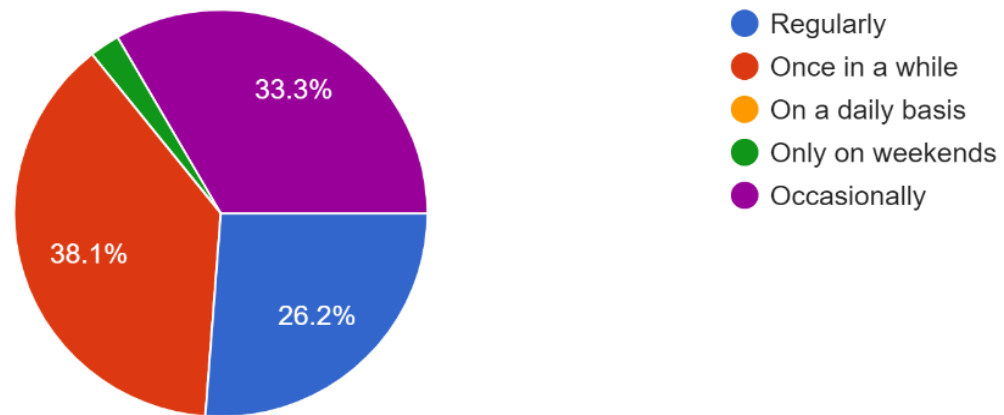
Why do you use water transportation for traveling

	Density	Percentage	Total
For convenience	3	7.0	7.0
To avoid traffic congestion	19	44.2	44.2
To save time	15	34.9	34.9
To get to work quickly	6	14.0	14.0
Closer to my house	-	-	-
Total	43	100%	100%

Valid

10. How often do you use water transport via Owo River for your trip?

42 responses



There are fifteen responses from the respondents expected recommended improvements from the government and perhaps the private company that is operating and would like to operate in the business within the axis.

1. Making sure of the maintenance of all boats
2. Awareness
3. Government intervention by providing more boat for easy transport
4. My providing adequate maintenance
5. More boats should be provided, maintained and upgraded
6. Will Need more people to invest on the jetty boat on if. So that he can improve more
7. Of course
8. Water transportation system is the best, no traffic and fast track journey
9. Many ways
10. Providing more boats and trained the personnel
11. More highly improved and well-maintained water transportation should be provided because with water transportation, citizens can avoid long traffic delays, frequent accidents, thefts, and kidnapping that are common while using road transportation.
12. Government aid in maintenance
13. Better
14. By educating the boat drivers or captain
15. Mandatory use of Jackets

CONCLUSION:

- The aim and objectives of this study have been identified. From the findings, the study concluded that most of the people that used water transportation in the study areas reside in Ayobo/ipaja and there are no jetties facilities in the three areas in which this study was conducted. The neglect of government in the study areas has discouraged people from using water transportation for travel. And there is no water guard security(ies) in the study areas. Also, the study concluded that the boat operating a business is profitably lucrative for the boat operator to earn an end meet. There is low awareness of water transportation as means of traveling to various destinations.





THANK YOU FOR LISTENING

Disclaimer: This document was realised with the EEA Financial Mechanism 2014-2021 financial support. Its content (text, photos, videos) does not reflect the official opinion of the Programme Operator, the National Contact Point and the Financial Mechanism Office. Responsibility for the information and views expressed therein lies entirely with the author(s).