

**DEVELOPMENT OF PHYSICAL  
INFRASTRUCTURE AMIDST COMATOSE  
LEGAL FRAMEWORK IN URBAN  
NIGERIA**

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# **INTRODUCTION**

**Urban physical infrastructure refers to structures, facilities and services that are developed by the public or private institutions to enhance efficient functioning of urban life and economy.**

## **OBJECTIVES OF THE STUDY**

- 1. To identify the laws regulating infrastructure development in Nigeria**
- 2. Their enforcement and implications on urban infrastructure development**
- 3. The role of private investors in the sector.**

# **CLASSIFICATIONS OF URBAN INFRASTRUCTURE**

- 1. Physical or economic infrastructure**
- 2. Social infrastructure**
- 3. Point and network infrastructure**

# STATE OF PHYSICAL INFRASTRUCTURE

## Transportation Infrastructure

**It involves the mode of travelling as well as the channel along which one travels such as roads, railways, waterways and terminal facilities. Transportation modes in Nigeria showed the dominance of road transport with 73.3%**

**Table 1: Administration of Urban Roads in Nigeria**

Authority	Area in km (2000)	Percentage (2000)	Area in Km (2006)	Percentage (2006)
Local government	130,000	67.5	134,000	67
State government	30,500	15.8	32,000	16
Federal government	32,000	16.6	34,000	17
<b>Total</b>	<b>192,500</b>	<b>100</b>	<b>200,000</b>	<b>100</b>

# **Electricity Infrastructure**

**Electricity supply involves the generation, transmission and distribution of power to peoples' homes**

**Nigeria has been operating at about one-third or less of its installed capacity due to aging equipment.**

**Government unbundled PHCN into 18 companies, comprising six (6) generating companies namely Kainji, Shiroro and Jebba Hydro-electric Plc, Egbin, Delta and Afam Power Plc; one (1) transmission company and eleven (11) distribution companies including Abuja, Yaba, Yola, Ikeja, Port Harcourt, Enugu, Kaduna, Benin, Ibadan, Eko, Kano distribution companies.**

# Water Infrastructure

**The provision of water services in Nigeria has remained a social responsibility of the various tiers of government**

**The National Water Supply and Sanitation Policy (NWSSP) of 2000 provides the institutional arrangements for the operation and funding of potable water supply for both urban and rural areas**

**The Policy came out with a cost sharing financing strategy**

Level of Government	Urban (%)	Semi-urban (%)	Rural (%)
Federal	30	50	50
State	60	30	25
Local	10	15	20
Communities	-	5	5
Total	100	100	100

# **Telecommunication Infrastructure**

**The provision of telecommunication services in Nigeria was monopolized by Nigeria Telecommunications Limited (NITEL) which has functioning lines in only few urban centres leaving many others and rural areas with no access to the services**

**Telecommunication services in Nigeria have improved significantly with the liberalization of the Nigerian communications sub-sector and subsequent introduction of GSM phone services nationwide**

# **POLICY ISSUES AND IMPLICATIONS ON THE STUDY**

- 1. Roads are categorized and managed by the various tiers of government in Nigeria.**
- 2. PHCN over the years was the only agency statutorily empowered to generate, transmit and distribute electricity in Nigeria.**
- 3. There was no overall national water policy dealing with the provision of water infrastructure in Nigeria until National Water Supply and Sanitation Policy (NWSSP) was introduced in 2000.**
- 4. Before the coming on board of GSM mobile system, the provision of telecommunication services in Nigeria was monopolized by Nigeria Telecommunications Limited (NITEL)**

# **CONCLUSION AND RECOMMENDATIONS**

- 1. The constitutional proviso to local government is not realistic.**
- 2. The problem of poor power supply in Nigeria should not be trace to low megawatts of electricity generated, but the ability to manage what is generated**
- 3. Water delivery systems are poorly funded and managed**

**This research concludes by noted that the major constraint to sustainable infrastructural development in Nigeria is that Nigerian government shows no reasonable interest in the implementation of the legal framework guiding urban physical infrastructure provision.**