

The Achievements of National Development Planning in Nigeria 1962-1986: An Overview of Selected Sectors

Nasiru Mohammed Abubakar

08055551901

nasirismine@yahoo.com

Department of History

Ahmadu Bello University, Zaria

Abstract

In this paper an attempt is made to examine the achievements of national development planning in Nigeria in selected sectors of the Nigerian economy during the period over which Nigeria's programme of national development planning lasted. The selected sectors include agriculture, transport and communications. The study found out that much as the various development plans have many shortcomings and shortfalls in the achievement of the plan objectives, national development planning programme in Nigeria had achieved a number of laudable successes in some sectors. The paper adopted qualitative and quantitative research methodologies using primary sources in the form of the development plan documents and other documentary instruments of the national planning exercise and some secondary sources in carrying out the study.

Introduction

By 1985 when the Fourth National Development Plan was surreptitiously abandoned, Nigeria had acquired twenty four years (1962-1985) of experience of development planning. Much as the various development plans had many shortcomings and in spite of the many short falls in the achievement of the plans objective, it is fair to note that development planning in Nigeria had a number of laudable achievements which include the following:

- i) Participation of government and the private sector in National Development Planning.
- ii) Improvement in the General performance of the national economy.

The participation of government in economic activities through public investment by way of the establishment of public enterprises brought government to the commanding heights of the National economy and gave it a commitment that enabled it to mobilize the private sector.

An examination of the history and role of Nigerian public enterprises in national development is necessary to put the role of government vis-à-vis the private sector

in their proper perspectives. For a variety of reasons, the government has, by a constitutional obligation,¹ a significant role in the process of economic development in all nations; this is even more desirable and urgent in an under-developed economy such as that of Nigeria. The government is responsible for developing both physical and social infrastructure and the public utilities which facilitate economic and social development in general. The aims of the Nigerian government pertaining to its role and that of the private sector in the 1962-1968 plan periods have been made clear:

The governments [i.e. Federal and Regional] have taken an active part not only in providing the social but also the basic economic services such as electricity and ports. They (governments) also intend to participate in operation of various industries, such as steel plants and oil refinery. The attitude of government of the federation however is entirely pragmatic and accepts the desirability of a mixed economy.²

That means, private enterprise was to be encouraged by the government through the provision of infrastructure and the granting of financial support through such measures as credit facility and liberalization, or government could even enter into partnerships with private investors or directly as a sole investor in any given industry through the agency of the development corporations established by government.

Thus in order to facilitate the participation of the Nigerian government in the national development process, public enterprises was formed as part of the implementation of the national development planning policies. A few of the public utility corporations were initially established to run the enterprises owned and controlled by the government with the aim of facilitating economic development in general.

Examples of these utility corporations included Electricity Corporation of Nigeria (ECN), the Nigerian Coal Corporation, the Nigerian Railway Corporation, and the Nigerian Ports Authority (NPA).

¹ See Ibrahim Abdulsalami, 'Development Administration as an approach to National Building in Nigeria' (Inaugural Lecture series No. 9, Ahmadu Bello University Press, 1998), 9-13.

² Federal Ministry of Economic Development Lagos, *First National Development Plan 1962-1968* (Lagos: Government Printer, 1962).

This paved the way for the setting up of a number of enterprises, sometimes in partnership with private investors. Examples of these type of joint-ownership enterprises included the State Security Printing and minting Company, the Nigerian External Telecommunications Company Limited; the Nigerian Air Ways and the National Shipping Line to mention but a few.

The natural outcome of government and private participation was to stimulate the process of industrial development which brought about the establishment of many manufacturing and service industries. The establishment and growth of industries contributed both directly and indirectly to rapid economic growth. As Usoro explains, the coordination of economic growth through planning, and efficient management of resources became the yard stick by which the establishment of vertically integrated agro-based industries such as sugar plantations and factories was measured as well as the establishment of industries such as those of fertilizers, petrochemicals and iron and steel.³ As the Progress Report⁴ on the first National Development Plan indicates, by 1964, the first two years of the implementation of the plan, some of the major projects in the plan had got off the ground. These included projects notably in agriculture, transport, communications, and manufacturing Industry. Some of the major projects that were scheduled to be executed from the First Development Plan through the fourth included a wide range of schemes in as diverse economic sectors as agriculture, international trade, industrialization, mining. Energy comprising of electricity, coal and petroleum urban development, education, health services, water resources development, and other social services and utilities. However, the scope of this paper is limited to the achievement of national development planning in three sectors. At this stage of the study, it is pertinent to examine the policies of the national development plans and how they were implemented as well as their impact on the various sectors of the national economy in terms of both concrete and tangential achievements. We shall begin with agriculture:

Agriculture

All the four National Development Plan documents clearly stated a number of broad objectives for the agricultural sector which remained relevant and continued

³ Eno Usoro, 'Government Policies and Industrial development in Nigeria, 1947-1974', in *Industrial Development in Nigeria* (eds.) Owodunni Teriba and Rowland Kayode (Ibadan University Press, 1977), 64-87.

⁴ See, Federal Republic of Nigeria Progress Report First National Development Plan 1964.

to be the basis for the formulation of the development policies designed for the sector in the four national development plan documents. These objectives were:

- (a) Increased production of food and other raw materials to meet the needs of a growing population and rising industrial production.
- (b) Increased production of livestock and fish to meet domestic needs and create a surplus for export.
- (c) Increased production and processing of export crops with a view to expanding and diversifying the country's foreign exchange earnings.
- (d) The expansion of employment opportunities to absorb the increasing labour force of the nation.
- (e) The evolution of appropriate institutional and administrative apparatus to facilitate the rapid development of the country's agricultural potentials.⁵

It is interesting to note that agriculture had always occupied a prominent place in National Development planning in Nigeria. It was stated inter alia in the Guideline for the Third National Development Plan that:

The Agricultural Sector in Nigeria still accounts for more than 50 percent of the Gross Domestic Product and provides employment for about 70 percent of Nigeria's working population. The low per capita income of about N50 per annum, reflects both the predominance and the low productivity of Nigeria's agriculture. The total annual value of agricultural output in 1970 was about 990 million pounds. Approximately 78 percent of this output was in crops, with 9 percent in livestock, 8 percent in fishing and 5 percent in forestry.⁶

Among the many achievements of the plans in the agricultural sector included establishment of the special infrastructure required for the development of agricultural production in general, such as buildings and many other facilities which housed various agricultural research projects among which were the Botanical Laboratory, Library and Conference room at Ibadan, the first phase of Rice Research Station at Badeggi and the Headquarters of the Federal Plant

⁵ See Federal Republic of Nigeria Federal Ministry of Information, *Second National Development Plan 1970-74* (Lagos: Printing Division, 1970).

⁶ Federal Republic of Nigeria, *Guidelines for the Third National Development Plan 1975*, (Lagos: Government Printer, 1975)9.

Quarantine Service at Ibadan.⁷ These went hand in hand with the schemes on the improvement of staple food crops; the production of improved varieties of maize, rice, yams and cassava, by utilizing both local and improved strains for seed production and propagation.⁸ To this effect, such stations for rice research under peculiar environmental conditions were established at Birnin Kebbi to undertake research on deep floating rice varieties which was being grown in Sokoto area and at Abokiri to carry out research on the problems of rice cultivation in the Niger Delta area.⁹ These were accompanied by projects in Veterinary, Fisheries and Forestry, the reorganisation of the agricultural produce marketing boards, and subsequently, the conception of the River Basin Authorities which were to undertake elaborate dam construction projects between the periods of the second and the third national development plans periods.¹⁰ More agricultural development projects were conceived during the second national development plan, the execution and expansion of which were continued in subsequent plans.¹¹

The development of agriculture in general, and its allied industries came to have overall benefit to the national economic development process of the country. Notably, it helped in widening the base of the national economy in general. It reduced over dependence on some imported foreign raw materials and even manufactured goods. It encouraged the utilisation of more locally sourced raw materials. It generated employment opportunities through job creation, thereby reducing the disparity in national income distribution which is one of the objectives of national development planning.

Transport and Communications

a) Roads

The first National Development Plan gave a priority place to the development of the infrastructure of transport. It has been noted that the 1962-68 plan had, on the whole, a great impact on the Transportation Sector. The first National

⁷ Federal Ministry of Economic Planning, *Progress Report First National Development Plan*, 68-70.

⁸ Federal Ministry of Economic Planning, *Progress Report First National Development Plan*, 68-70.

⁹ Federal Ministry of Economic Planning, *Progress Report First National Development Plan*, 68-70.

¹⁰ Federal Ministry of Economic Planning, *Progress Report First National Development Plan*, 68-70.

¹¹ Federal Ministry of Economic Planning, *Fourth National Development Plan*, 85.

Development Plan aimed at the expansion and upgrading of transport facilities in order to provide the necessary infrastructure to support the nation's development.

The Second National Development Plan document also provides a revealing insight into the history of the development of road transport network in Nigeria:

Serious attention was first given to road construction in Nigeria after the First World War. In 1925, an attempt to coordinate road development was made through the establishment of a 'Road Board' which later became known as the 'Communication Board.' This Board worked out a scheme for a skeleton trunk road system which constituted a framework around which a system of secondary and feeder roads was to be built. By 1951, a total road network of over 27,000 miles had been constructed...¹²

Even so however, as it is further explained out of the 27,000 miles of these roads, only 1,114 miles were of bitumen, and they lacked proper drainages and were of poor construction, hence the need for proper highway planning, a problem which was considered during the conception of the First National Development Plan (1962-1968). Total mileage of existing roads during the period 1951-1968 is provided in the table below.

Year	Bituminous	Earth/Gravel	Total
1951	1,114	26,645	27,759
1962	6,908	38,011	44,919
1968	9,500	45,800	55,300

Source: Federal Republic of Nigeria: *Second National Development Plan* – Federal Ministry of Information Printing Division, Lagos, 1970, p180.

Thus, the transport sector under the successive National Development Plans commanded the highest investment funds than any other single sector. As a matter of fact, by the time of the inauguration of the Fourth National Development Plan the achievements in the transport sector were considered as spectacular. It was stated in the Fourth National Development Plan that "in view of the achievement to date, the Transport sector while still a priority area will not

¹² Federal Ministry of Information, *Second National Development Plan 1970-74*, 179 (Lagos: Printing Division, 1970).

in the 1981-85 period, consume as much resources in relative terms as it did in the past.” Nevertheless, a huge sum of six million seven hundred and ninety one Naira (N6, 7916.0) were disbursed by the Federal Government and its agencies to the sector. The States and Local Governments disbursed some three million, nine hundred and sixteen thousand Naira (N3, 916,000). The sector accounted for about 15 percent of the projected public sector outlay for the fourth plans period (1981-1985).¹³ Similarly, during the plan period, the inter-modal distribution of Federal Government expenditure in the sector is as follows:

Land Transport	-	N5, 295.60 million
Air Transport	-	N640.50 million
Water Transport	-	N855.00 million

The distribution of states and Local Government expenditures between these sub-sectors is given as:

Federal Government	-	N3, 796.95 million
State Government	-	N12, 600 million
Local Government	-	N10, 524 million.

It is indicated that as a proportion of total Federal transport allocation, Land transport still had the largest share being 78 percent, while water and air transport followed with 13 percent and 9 percent respectively. As is explained in the preceding passages, some of the major projects in the transport throughout the successive plans were found in land transport which took the largest proportion of the total expenditure on the sector, and placed premium on the construction of roads and bridges. Series of Progress Reports show that a lot of work was done on the development of roads in all parts of Nigeria. Some of the major bridges were the Niger Bridge and the second Lagos Mainland Bridge.

Similarly, many important roads including many highways and other major trunk roads were constructed and maintained over the four decades of planning. An estimated kms of roads have been realized by the period of the inauguration of the fourth National Development Plan in 1980.¹⁴ Some of the roads included: Shagamu-Benin Road Trunk A6 with total length of 150 miles; Tegna Daura Road Trunk A1; Sokoto-Javedi Road; Futua-Chafe-Gusau Road Trunk A19; Port

¹³See Federal Ministry of Economic Planning, *Fourth National Development Plan 1980-85* (Lagos: National Planning Office, 1981).

¹⁴ Federal Ministry of Economic Planning, *Fourth National Development Plan 1980-85*.

Harcourt-Aba Road A6; Lafia-Akwanga-Bukuru Trunk Road A2; Onitsha-Ihiala-Owerri Trunk Road A6; Otta-Idiroko Trunk Road A5; Bauchi-Gombe-Yola Trunk Road A17; Gombe-Numan Trunk Road A17, all of which were scheduled for completion, extension and upgrading through successive plans.¹⁵

Water Transport

In water transport, much work was also done on projects initiated under the 1955-1962 colonial development programme including the Port Harcourt Waff extension, Koko and Baro ports, Sapele Ferry Terminals, Warri Dockyard, Port Harcourt Coaling Jetty, Lagos Apap Jetty and the Escravos project.¹⁶ Other projects of the Nigerian Ports Authority included the Apapa Quays, Dredging of Bonny Bar to Port Harcourt trailer Terminal.¹⁷ In fact, early colonial period has been described as the era of imperial ports diffusion when the British established several ports along the Nigerian Coast. These ports according to Baba Femi Ogunduna¹⁸ were to serve as the basis for the economic and political penetration and control of the interior territories of Nigeria. For instance by 1914, there were as many as fourteen customs port in Nigeria namely: Lagos, Koko, Sapele, Warri, Burutu, Forcados, Akassa, Brass, Bonny, Degema, Port Harcourt, Opobo, Calabar and Ikang.¹⁹ By 1954, however, only seven ports, also, during this period, the role of Lagos as Nigeria's leading port was strengthened and Port Harcourt became the second most important port. As early as 1920, Lagos and Port Harcourt accounted respectively for 45% and 11% of the total port traffic of Nigeria which increased to up to 63% and 17% accordingly in 1950.²⁰ The most significant fact to note however is the connection between development of seaport by the Colonial State and the development of the overland transport infrastructure such as roads and the railway which radiated inland. The so-called 'railway ports'

¹⁵ See, Progress Reports on the four National Development Plans. For more information on the Public Sector Planned Capital Investment in Transport, 1962-85, see Alkasum Abba et al, *Nigerian Economic Crisis: Causes and Solutions* (Nigeria: ASUU, 1985), 99-114.

¹⁶ Progress Reports on the four National Development Plans.

¹⁷ Baba Femi Ogunduna 'Seaport Development in Colonial Nigeria' in *Topics on Nigerian Economic and Social History*, (eds.) Akinjogbin Asuwaju and Osoba Olushegun Osoba (University of Ife Press, 1980).

¹⁸ Baba Femi Ogunduna 'Seaport Development in Colonial Nigeria' in *Topics on Nigerian Economic and Social History*, 160.

¹⁹ Baba Femi Ogunduna 'Seaport Development in Colonial Nigeria', 160.

²⁰ Baba Femi Ogunduna 'Seaport Development in Colonial Nigeria', 160.

became the centre of investment in ports infrastructure as well as the focus of colonial road network development in the future.

Air Transport and Aviation

The history of the development of the Nigerian air transport or aviation could be said to have begun in 1959 when the Nigerian Airways came into being and took over the operation of the domestic air transport service from the British controlled West African Airways Corporation which used to serve all the four British Colonies.²¹

Work on the development of Air Transport continued on five projects carried over from the 1955-62 Colonial Development programme which included Aerodrome Improvement, ²²Airport Terminal Buildings, Kano and Lagos Runways; Flying Training school and Airport Aeronautical Transmitting Station at Kano, Many other foundation projects in what later developed into the Nigerian Aviation Industry in the four decades of planning were started. The most important of these were the Nigerian Airways projects relating to the construction of engineering bases and other facilities.

The Nigerian Airways was incorporated as a private liability company with the Federal Government of Nigeria as a sole shareholder. When it began operations, the Nigerian Airways extended its routes from domestic flight schedules to include routes that transversed the West African coast up to Dafur, and until 1969 when it added its first V.C to aircraft, it carried out its international service in a joint pool charter arrangements with the British overseas airways operations. At any rate, reports indicated that during the first National Development Plan period (1962-68), the total capital expenditure allocation to the Nigerian Airways was £2.0 million. Similarly, £41.49 was earmarked for investment in Civil Aviation facilities in general. Up to the period of the Second Development Plan, (1970-74), only twelve airports were existing and operating in Nigeria. Aviation services were coordinated by the Aviation Department of the Federal Ministry of Transport in addition to its role of ensuring the delivery of safe and adequate facilities to meet the needs of civil aviation nationwide. This would include,

²¹Baba Femi Ogunduna 'Seaport Development in Colonial Nigeria', 160.

²²Baba Femi Ogunduna 'Seaport Development in Colonial Nigeria', 161.

Ground quasi aviation services, Air Traffic control, aeronautical communications and meteorological services in addition to the general administration and regulation of air services.

The development or expansion of the Nigerian aviation sector is best, observed during the period of the second, third and fourth National Development Plans. For example, during the period of the Second National Development Plan (1970-74), a total capital expenditure of ₦8.8 million was invested in the Aviation sector which fortunately stimulated an impressive expansion with the fleet of the Nigerian Airways rising from four to eleven carriers made up of the following aircraft models

Fokker 27	=	Five Units
Boeino 707	=	Two Units
Boeino 737	=	Two Units
Fokker 28	=	Two Units
Total	=	Eleven Units ²³

Moreover, during the implementation of the Third National Development Plan (1975-80), an ambitious programme of expansion of the Nigerian aviation sector was undertaken: an upward of N394.6 million was allocated for the development of sixteen airport nationwide.²⁴ In spite of this seemingly impressive level of development and achievement, subsequent reports and studies on the performance of the Nigerian Aviation Industry, showed it to have fallen short of the high aspirations projected for it in the Development plans: reports of shortage of equipment and facilities necessary for the efficient operation of the industry were recurrent. The Aviation Industry in general continued to suffer from occasional management problems and other technical hitches of operational types: lack of quality and quick turnover. At some time reviews of the Aviation Sector in the Second National Development Plan (1970-74) noted that the aviation sub-sector was one of the areas in which in both financial and physical terms, expenditure had fallen short of expectations and projected objectives, the runway lengths of Nigerian Airport and Instrumentation fell far below International standards. Like the Nigerian Railway, the Aviation Industry in Nigeria has been dogged at least from the mid 1980s by both management and technical problems. Bungled attempts at privatization since the abandonment of development planning in 1985

²³ Federal Ministry of Information, *Second National Development Plan*, 182.

²⁴ *Progress Report First National Development Plan 1964*, 90-92.

have only succeeded in plunging the aviation Industry into further crises which show no sign of being resolved any sooner as it has been observed. A number of private airlines are allowed to operate and in five years of their operation neither Kabo or Okada Airlines, for example, had shown that they were more efficient than Nigerian Airways and all indications showed that they were not likely to do better in the future.

Communications

During the period of the first development Plan (1962-68), expansion and extension of the Communications Sector was the main Government objective in the Sector.²⁵ Total planned capital expenditure in the plan period was £30.0 million. The released expenditure was, however, only about £13.5 million. There was however a very large under expenditure of 55 percent in the sector. As the Second National Development Plan document indicates, there was massive further investment beyond the 1962-68 plan period. However, there were two major projects which were completed during the period namely: The Telecommunication Development, steps I and II. Step one consisted of the building of a new long distance route connecting Lagos, Ibadan, Benin, Enugu and Port Harcourt. Step II consisted of a project designed to replace the older telephone exchanges with the more modern and longer types of exchanges in urban areas such as Lagos, Ikeja, Port Harcourt and Enugu, linked to the larger project of expansion both infrastructure and services in the communication sector, more postal agencies were established and their services were strengthened.

Other achievements were recorded in the external Telecommunications. The Nigerian External Telecommunications Ltd was established in January 1963 to replace the cable and wireless Ltd, which was a foreign owned and controlled company. The Nigerian government, according to a report found it undesirable to allow the external communications of an Independent country to be controlled by a private company especially as such company was controlled entirely by foreign ownership and management. Consequently a limited liability company was established jointly by the Federal Government of Nigeria and the firm with the name of Cable and Wireless Limited. The agreement which was the outcome of negotiation begun in 1962 provided for a joint company the share capital of which

²⁵ See Nigeria, Federation Development Programme 1962-68 (Sessional Paper No. of 1962), 29-30

was owned on the basis of 51 percent by the Federal Government and 49 percent by the Cable and Wireless Ltd. Capital acquired by Government was worth £200.00. Directors of the company were appointed in an order proportional to the invested share capital with the Chairman provided by the Federal Government. The company functioned as profit business organization dividends sharing formula was worked out at 51-49 percent basis. Fixed assets of the company in Nigeria at the time of its takeover was valued at £400.00. The Nigerian External Communications continued to offer services well into the 1990s which then included accepting and delivering all overseas cable grams. The NET operated by wireless, International Telex and radio telephone services from Lagos to other major world cities. It also operated direct radio picture services from Lagos to major countries of the world as well as maritime telephone and Telegraph services for ships at sea. It has been noted that the series of implementation of the projects in the development of the Communication sector helped to ease the bottlenecks in the Communications Sector. It is recorded that the number of telephone units during the 1962-68 National Development Plan period increased from 49,000 to 75,000 and telephone exchanges increased from 121 to 144. The number of Teleprinter machines rose from 180 to 410, while 23 postal agencies were upgraded to sub post offices and ten sub-post offices to full departmental post offices.

Further development of the communications sector in the subsequent plans were conceived as part of a perspective 15-20 year expansion programme that took into consideration all the relevant factors that determine the demand for both telecommunications and postal services such factors include population growth, urbanization, per capita income, economic and industrial growth as well as development in the education sector. The long term impact of this policy turned out positively with the result that the number of telephone lines increased from 25,000 to about 241,000 between 1975 and 1980, representing more than a fourfold increase. As a result of this rapid increase, the ratio of telephones to population improved substantially from 1.5 telephones per 1,000 of the population in 1975 to approximately 52 telephones to 1000 of the population in 1980. Thus the one hundred and twenty five (N125 million) million Naira was allocated to the communication sector in the Second National Development Plan of 1970-74. During the Third National Development Plan 1975-80 a whopping ₦1.779 was allocated to the Sector.

As it turned out, by 1987 the spectre of inefficiency began to haunt the communications sector and it did not take long when it came under the hammer of

privatization as part of the federal deregulation programme that was part of the conditions of the IMF/World Bank supervised S.A.P which policies replaced government participation both at the level of investment as well as of regulation. In later years Okonjo Iweala described the privatization of the Nigerian Telecommunications Industry as “the biggest and most successful push” which began with the promulgation of Degree 75 of 1992 which “liberalized the sector and opened it up to competition. This was closely followed with the establishment of the National Communications Commission (NCC) to function as the regulatory Authority. Meanwhile, the National Telephone Company NITSL was commercialized. This provided a number of private companies with access to licenses. The wholesale privatization of the Nigerian Communications Sector was however came into advanced state in 2001, sixteen years after the abandonment of National Development Planning when the National Communication Commission (NCC) auctioned the digital mobile licenses to private operators, namely Econet, later renamed Zain, MTN and MTEL..

Water Resources Development and Supplies

The thrust of policy objectives of the four National Development plans on water resources development was on making water available for agriculture especially irrigation, and for domestic use, and use by the industries. Although water resources management(at least at the level of portable water supply) began to occupy the attention of government as early as 1911 with the enactment of Water Ordinance, more water works were established from the 1920s to 1940s. However, the provision for a substantial expansion of water supplies in urban and rural areas was made for the first time in the Ten-year Plan of Development and Welfare 1946-1956²⁶ more water resource development projects were proposed in the First National Development Plan.²⁷ However, it was the Second and Third National Development Plans that accorded priority to water supplies.²⁸ It was during the 1970-74 and 1975-80 Development Plan periods that a Ministry for Water Resources was created (1975) with the Department of Water Resources as its technical arm under the aegis of which the Ministry of Water Resources was to provide water in adequate quantity and ensure that the water supplied was always safe and sufficiently clean and healthy for human consumption. Government

²⁶ Federal Ministry of Information, *Second National Development Plan 1970-74*.

²⁷ Federal Ministry of Information, *Second National Development Plan 1970-74*.

²⁸ Okonja Iweala, *Reforming the Unreformable* (U.S.A: MIT Press, 2012).

reiterated its acceptance of the responsibility of developing the national water resources because it saw the provision of water as a service which the state is obligated to perform to the citizens. Urban and rural water supply became a significant utility operation for the government. Akpen²⁹ has shown that from 1960s water supply became the responsibility of the Federal and the various Regional Governments. Between 1967 and 1976 states and local governments came to assume the responsibility of water supply. From the 1970s government made heavy investments in urban and rural water supply projects ranging from the construction of Dams to sinking of boreholes in both rural and urban areas. The importance attached to water resources development during the periods covered by the Fourth National Development Plans (1962-1985) is demonstrated by the nine River Basin Development Authorities that were established which brought the total number of the river basin authorities to eleven. The eleven river basin Authorities were mandated to carry out a range of activities: harnessing, Management and utilization of the nation's water resources for agriculture and for industrial production. The river basin authorities also served as regulatory institutions in the initiation, coordination and effective implementation of policies for the management and utilization of the national water resources.

An estimated capital expenditure of 48.6 million was invested in water resources development projects during the First National Development Plan (1962-68),³⁰ Second National Development Plan (1970-74) invested ₦930.039 million,³¹ the Third National Development Plan allocated and ₦2.255 billion capital expenditures invested in the Fourth National Development plans respectively. In general, as the Second National Development Plan made clear, the primary objective of Government's policy on water supply was indicated by the significant increase in the capital expenditure on the sector on in the various plans, as well as by the number of water supply projects and other water resources development schemes undertaken during the period of National Development Planning. This expansion is epitomized by the capital expenditure invested in water supply in the Third National Development plan (1975-80)³² which

²⁹See Philip Akpen, 'Infrastructural Decay and the Challenges of Development in Nigeria since 1960', *Review of Nigerian Political Economy* 1, no. 1 (2011): 15-31.

³⁰ Federal Ministry of Economic Planning, *First National Development Plan 1962-68*.

³¹ Federal Ministry of Information, *Second National Development Plan and third National Development Plan, 1975-80*.

³² Federal Ministry of Economic Planning, *Third National Development Plan 1975-80*.

amounted to 930.039 million Naira and also by the goal of the plan, which was meeting the target of a daily water supply of 271 million gallons daily a per capita water consumption of 39.35 gallons per person.³³ However, as it is noted in the Second National Development Plan document (1970-74),³⁴ with the rapid growth of urban population., industry and commerce, demands on water supplies became enormous, hence the recommendation at the Conference of Water Engineers in Kaduna in 1964 that the various Governments in the Federation should constitute all Water Supplies into statutory Corporations.³⁵ It was a follow up to the conference's recommendations that the Western Nigeria Water Corporation was established which served as a model for the establishment of subsequent Water Boards by the various state governments in the succeeding decades that followed the creation of states from 1967 to date.

Conclusion

This paper attempts an examination of the achievement of nation development planning in Nigeria with particular reference to agriculture, transport, communications and water resources development and supply, in both qualitative and quantitative terms. In so doing, it brings out both the higher-lights of the development planning programme of Nigeria and its limitations with a view to documenting such for the use of both specialist researchers, policy-makers and the general readers.

Bibliography:

- Baba Femi Ogunduna 'Seaport Development in Colonial Nigeria' in *Topics on Nigerian Economic and Social History*, (eds.) Akinjogbin Asuwaju and Osoba Olushegun Osoba (University of Ife Press, 1980).
- Eno Usoro, 'Government Policies and Industrial development in Nigeria, 1947-1974', in *Industrial Development in Nigeria* (eds.) Owodunni Teriba and Rowland Kayode (Ibadan University Press, 1977), 64-87.
- Federal Ministry of Economic Development Lagos, *First National Development Plan 1962-1968* (Lagos: Government Printer, 1962).
- Federal Ministry of Economic Planning, *Fourth National Development Plan 1980-85* (Lagos: National Planning Office, 1981).

³³ Federal Ministry of Economic Planning, *First National Development Plan of 1962-68*.

³⁴ Federal Ministry of Information, *Second National Development Plan*.

- Federal Ministry of Economic Planning, *Progress Report First National Development Plan*, 68-70.
- Federal Ministry of Information, *Second National Development Plan 1970-74*, 179 (Lagos: Printing Division, 1970).
- Federal Republic of Nigeria Federal Ministry of Information, *Second National Development Plan 1970-74* (Lagos: Printing Division, 1970).
- Federal Republic of Nigeria Progress Report First National Development Plan 1964.
- Federal Republic of Nigeria, *Guidelines for the Third National Development Plan 1975*, (Lagos: Government Printer, 1975), 9.
- Ibrahim Abdulsalami, 'Development Administration as an approach to National Building in Nigeria' (Inaugural Lecture series No. 9, Ahmadu Bello University Press, 1998), 9-13.
- Nigeria, Federation Development Programme 1962-68 (Sessional Paper No. of 1962), 29-30
- Okonja Iweala, *Reforming the Unreformable* (U.S.A: MIT Press, 2012).
- Philip Akpen, 'Infrastructural Decay and the Challenges of Development in Nigeria since 1960', *Review of Nigerian Political Economy* 1, no. 1 (2011): 15-31.