

Budget Implementation on Road Infrastructure and Structural Violence in Taraba South Senatorial District of Nigeria, 2015-2021

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Abstract

Budget implementation is needed in the delivery of viable infrastructure required for the effective functioning of society to forestall any form of structural violence. Much literature has averred that government budget on road infrastructure has a significant impact on economic growth; however, there is doubt if budget implementation in Nigeria has led to the provision of good road networks that meet people basic needs. This study, therefore, examines 'budget implementation on road infrastructure and structural violence in Taraba South Senatorial District, 2015 to 2021'. The research design employed for this study is the survey research design. The study employed Marxian theory of post-colonial state as a theoretical framework of analysis. The study found that the government of Taraba State misappropriated and diverted the budget expenditure meant for the execution of road infrastructure to reduce the level of poverty in the study area. The study recommended that Taraba State Government should furnish its citizens in Taraba South with the various roads marked for construction in the annual budget to ensure that good road network necessary to enhance quality of life are delivered to reduce rate of disabilities and deaths in the society..

Keywords: Budget implementation, road infrastructure, structural violence, Taraba South Senatorial District, budget, and economic growth.

1. Introduction

Budget is a monetary proposal for a defined period (Nwala, & Ogboji, 2020). Budget means the plan of expenditure and revenue to balance the spending of government. It is designed to see that the executive does not exceed the budgetary permission and to ensure that it is not wasteful and extravagant (Sharma, Sadana, & Kaur 2012). A budget is useless except it is implemented. Budget implementation is a duty of the executive because the legal permission to spend money is made for the executive by the legislature. The executive is equally empowered to collect taxes (Sharma, Sadana, & Kaur 2012). Budget implementation is like executing the financial commitment the government has planned to do through the budget. Public policy, like budget, is the process of resource allocation characterised by projects and programmes intended to solve societal problems that require government action (Egomnwan, 2000 cited in Ezeani, 2006). The core purpose of budget implementation is to solve governance problems. Thus, Olaoye, Olaoye, and Afolabi (2017) posit that budget is a vital instrument of governance in any contemporary rehabilitation. Robust budget implementation is a plus to governance, as the former is a core component of the latter.

All over the world, road infrastructure is known to have provided a conducive environment and even lubricated the society's economy wherever it is present to decrease rate of deaths and disabilities. Traditionally, the responsibility of providing road infrastructure lies with the

government. The accountable government does everything to ensure that policies are not just made, but are also implemented to provide infrastructure because of the direct and indirect benefits they possess. Larkin (2013) argues that infrastructure is constructed networks that ease the movement of goods, people, or ideas and allow for their transaction over space. Consequently, Akanbi (2013) contends that infrastructural development, including road infrastructure, sets the foundation for sustainable long-term economic growth and development. In essence, infrastructural development is instrumental in the enhancement of gross domestic product and may be made possible through robust and effective budget implementation.

Sumaila (2013, p. 506) posits that “inadequacy in the Nigerian transport system, especially road infrastructure results from policy contradiction and weaknesses, which give rise to uncoordinated transport programme planning and implementation”. The above perspective implies that transport infrastructure has not manifested to enhance a good society because of the problem of budget implementation. Some fundamentals must be present in government to be referred to, as bad government to qualify it as weak or poor governance. MO Ibrahim Index of African Governance (2021, para. 2) explains governance as “the provision of political, social, and economic public goods and services that every citizen has the right to expect from their government and that a government has the responsibility to deliver to its citizens”. In other words, we can identify a good government through effective budget implementation resulting in the provision of basic social amenities like road infrastructure et cetera that are in high demand. Nigeria has the largest road network in West Africa and the second largest, south of the Sahara, with an estimated 200,000km of road network joining villages to cities (Federal Ministry of Works, 2013). It, however, becomes imperative to investigate the link between budget implementation on road infrastructure and structural violence, since road infrastructure is the most patronised of the transportation modes in Nigerian State

In light of the challenges and opportunities in budget implementation on road infrastructure in developing countries, this study builds on previous literature to present a model that analyses the relationship between budget implementation on road infrastructure and structural violence, using road infrastructure as intervening variable. Thus, the first group of scholars focus more on road infrastructure and economic growth (Hong, Chu, and Qu, 2011; Gunasekera, 2008; Anyanwu & Sarumi, 2016; Bosede, Abalaba, & Afolabi, 2013; Babatunde, 2018; Shonibare, 2015; Federal Ministry of Work, 2013); more specifically, Babatunde, 2018 posits that government's budget on transport infrastructure has a significant impact on economic growth. Similar literature has focused on road infrastructure by highlighting its economic role in transforming society, without investigating the budget implementation aspect (Adeyemo, 1979; Ugboaja, 2013; Atubi, 2013; Fuseini & Kemp, 2016; Purokayo & Jan Jan, 2014; Sumaila, 2013). Even though none of the above studies was carried out in the Taraba South Senatorial District, the above studies also failed to investigate budget implementation, which is our independent variable.

Other studies focus on budget implementation and economic growth (Orji, 2019; Olaoye, Olaoye, & Afolabi, 2017; Nwala, & Ogoji, 2020). None of the above studies deems it necessary to investigate the relationship between budget implementation and road infrastructure, the infrastructure that contributed in great dimension to economic growth that their dependent variable focuses on, as this study is set to do. All the above studies were carried out outside the study area of the present study, Taraba South. However, the point of departure of this study is to examine budget implementation on road infrastructure and

structural violence in Taraba South Senatorial District from 2015 to 2021. The study, therefore, poses the question:

How has budget implementation on road infrastructure account for structural violence in the Taraba South Senatorial District of State between 2015 and 2021?

1.2 Hypothesis

Budget implementations on road infrastructure account for structural violence in Taraba South Senatorial District, 2015 and 2021.

1.3 Objective

To investigate how budget implementations on road infrastructure account for structural violence in Taraba South Senatorial District, 2015-2021

2 Literature Review

In Nigeria, before spending agencies of the government can make payment, they must secure authorization from the Ministry of Finance through the use of warrants. "This warrant will permit staff controlling votes to incur expenditure based on the approved estimates subject to any reserved items" (Nwala & Ogboji, 2020, p. 40). Since there must be approval for the authorisation of funds, the people with the authority to approve the release of funds for budget implementation can influence the outcome of budget implementation. This is why "there is a pervasive influence of distributional politics in the federation of Nigeria; where one group has fruitfully employed the power of the state to tremendously direct resources to itself" (Ayogu, 2000, p. 29). Where a group of people uses the power of the state to accumulate resources to itself at the detriment of good road network can lead to structural violence. Thus, structural violence is a politically, economically and culturally motivated progressions working together to limit people from achieving full quality of life (Lee, 2016). The absence of road infrastructure that hinders people from enjoying access to good road network is a structural violence. This is even as "only 18 per cent of Federal road network in Nigeria, which takes 90 per cent of people in Nigeria is constructed, while less than 18 per cent of states and local government roads" are constructed (Anyanwu & Sarumi, 2016, p. 21). A situation where only 18 per cent of federal roads and even a smaller percentage of state and local government roads are constructed pose a serious concern for structural violence, this is because road transport system is germane in the socio-economic progress of a nation, and enhancing Nigeria's transport infrastructure will be a compulsory precondition for achieving the government vision 20:20:20 vision" (Vision 20:2020 National Technical Working Group, 2009, p. 3). Almost ten years after Vision 20:2020 submitted its report to the Federal Government of Nigeria with the suggestion that more funds should be budgeted to transport infrastructure, road infrastructure, there is doubt if there has been a positive development in that direction by the three tiers of government.

The reason for the submission of the Vision 20:20:20 committee set up by the Federal Government of Nigeria was because of the belief that an investment made in transport infrastructure in Nigeria has a weighty positive contribution to growth (Bosedé, Abalaba, & Afolabi (2013). Thus, increasing transport infrastructure would increase economic growth. To achieve the above, a more stable socio-economic and political environment, a corruption-free society, an effective public, a sound regulatory environment, and a transparent leadership structure will all boost infrastructure, and create an economic atmosphere that will attract the inflow of direct investment (Akanbi, 2023). Failure to put in place robust road infrastructure

through budget implementation will result to structural violence, increase in the rate of deaths and disabilities among the poor masses. Structural violence as the suffering of the masses, is the resultant effect of people who have the power to determine government resources (Lee, 2016).

Thus, Dore, Baffoe, Sturmheit, Ntamu, Apeley, Okoro, Muhammed, Ebbah, Osubor, Toure, and Abba, (2013) argued that a high level of investment in road infrastructure will create excess demand for goods and services that may translate into cost-push inflationary pressures. This is because about 95% of both passenger and cargo travel is by road in Nigeria due to the shortfall of other forms of transportation in the country (Federal Ministry of Work, 2013; Bello-Schunemann and Porter, 2017). Not only that, a robust road infrastructure system for communication has been noted to be a precondition for upholding a sustainable socio-economic arrangement because the development of road infrastructure means socio-economic development for society (Sultana, Rahman, and Chowdhury, 2013). For Purokayo and Jan Jan (2014), road infrastructure is vital in facilitating mobility and trade in Nigeria and the sub-Saharan Africa region. The foregoing is because the infrastructure does not only affect production and consumption directly, it involves large movements of spending by generating employment, decreasing poverty, and producing national wealth" (Ubi & Udah, 2019, p. 136). Having in place budget implementation that provides for road infrastructure provided the basic need for the welfare of the people, while the absence of good road infrastructure lead to structural violence. Thus, structural violence is the deliberate hurt of fundamental human needs by actors of governance (Galtung, 1969). Structural violence that results from physical infrastructure deficit harshly weakened the country's visions for economic growth and development (Bello-Schunemann, and Porter, 2017). The above development has been linked to the failure of Nigeria to successfully manage their resource which has rubbed off on the development of public infrastructure in the country (Nwogwugwu, Ajayi & Iyanda, 2015).

The performance of the government is vital to the effective administration of urban growth to guarantee that population growth is matched by access to basic infrastructure (Otegbulu, 2013). It implies that the government budget on road infrastructure should be directed by sound governance, to solve the problem of road dilapidation (Babatunde, 2018) that will ensure that structural violence become the thing of the past. The performance of the budget implementation is greatly influenced by the fact that Nigeria is a creation of a colonial state that suffers from class domination by public officeholders who use the state as an instrument of exploitation.

Theoretical Framework

Marxian theory of post-colonial state was employed for this study. The theory was propounded by Karl Marx, and popularised by Alavi (1973), Ake (1981, 2001), and Ekekwe (1986) among others. The thrust of the theory is that non-socialist states are instruments of class exploitation and a tool for primitive accumulation by the ruling class (Lenin, 1984, p. 10, Engel, 1942, p. 155 and Alavi, 1973, p. 146 cited in Abada 2013, p. 79). Thus, Marxian theory of the post-colonial state is relevant to this study; "Budget Implementation on road infrastructure and structural violence in Taraba South Senatorial District, 2015-2021" because public officeholders accumulate and divert budget on road infrastructure to create structural violence, where people are prevented from meeting their basic needs like good road network.

Application of the theory

Marxian theory of post-colonial state believes that a non-socialist state like Nigeria serves as a tool for primitive accumulation by the political authorities. Therefore, the decisions by public officeholders on capital budget are guided by their desire for primitive accumulation that causes structural violence. Thus, poor countries are poor because the politicians and public officeholders who have power make a choice that creates structural violence like poverty through budget implementation on road infrastructure. They get it wrong not by mistake or ignorance but on purpose (Acemoglu, & Robinson 2013). The above position is corroborated by Lee (2016) by submitting that structural violence is when political system harm people by preventing them from meeting their basic needs (Lee, 2016). For Nigeria being a post-colonial, Ojo, Aworawo, and Elizabeth (2014) have argued a way out of structural violence when they posit that the legal constraints on the authority of government officials as well as the principle of accountability in governance must be enforced to enhance behavioural change in governance.

Again, the decision not to embark on budget implementation to enhance the development of road infrastructure in most local governments under Taraba South, particularly Wukari and Ibi Local Government between 2015 and 2021 by the Taraba State government is also a decision reached by the political authority in the state to embark on primitive accumulation through budget implementation. This is why there is a lack of accessible roads and poor transport system” (Anyanwu & Sarumi, 2016, p. 11). The above scenario happens in most states in Nigeria, including Taraba State. The decision to engage in primitive exploitation by decision makers rather than budget implementation on road infrastructure increases poverty, an attribute of structural violence (Lee, 2016)

Budget implementation on road infrastructure ought to benefit people and create more wealth as a result of its externalities in the political society. Ezeibe (2016, p. 162) noted that “the political market consists of people who demand a certain type of public policies and those who supply them”. It is the primary responsibility of the government to provide road infrastructure through budget implementation as an effective tool for realising the goals of the economic principles of the Federal Government of Nigeria because the majority of Nigerian national transport movements are performed through the road” (Yapicioglu, Mogbo, & Yitmen, 2017, p. 748). With the knowledge of what needed to be provided for the benefit of the people, the political authority in the state pretend to be interested in embarking on road infrastructure through budget implementation to create structural violence.

It is from the above theoretical expositions that we anchor our discussion of budget implementation on road infrastructure and structural violence in Taraba South Senatorial District, Nigeria.

3. Methodology

The study employed both quantitative and qualitative research methods. Quantitative data were generated from responses to the questionnaire, while qualitative data were generated from an interview. Qualitative research method elicits detailed information from respondents on a social phenomenon.

Table 1: Population by local governments in Taraba South Senatorial District

Local Government Areas	Population
Ibi Local Government	84,302
Takum Local Government	134,576
Donga Local Government	133, 105
Wukari Local Government	238,283
Lau Local Government	95,190

Source: National Population Commission, 2006

The researcher focuses on two local governments from Taraba South Senatorial District, chosen based on rural-urban factors; hence, **Wukari** Local Government which is the most populated and **Ibi** local government which is the most sparsely populated local governments from the Senatorial District in the state are considered. According to National Population Commission (NPC) (2006), **Wukari, and Ibi** have 238,283 and 84, 302 population figures respectively.

To proportionally allocate sample size to each population group

To make the proportion of each stratum sample identical to the proportion of the population, Ahmed (2009, p. 39) notes that, “sample fraction is, $f = n/N$ ”

Calculation of **sample size for each local government** ($f = n/N$)

The final answer should be multiplied by the total sample size

Therefore, n = each local government, while N = the addition of the two local governments.

$$\text{Sample Size for Wukari Local Government (f)} = \frac{238,283}{322,585} = 0.74 \times 400 = \mathbf{296}$$

$$\text{Sample Size for Ibi Local Government (f)} = \frac{84,302}{322,585} = 0.26 \times 400 = \mathbf{104}$$

Table 2: Sampling area and groups in the local governments

Sampling Areas	Groups in Local Governments	Sample size
Wukari Local Government 296/7	Civil/Public Servant	43
	Students	43
	Farmers	42
	Traders	42
	Company workers	42
	Transporters	42
	Opinion Leaders	42
Ibi Local Government 104/7	Civil/Public Servant	15
	Students	15
	Farmers	15
	Traders	15
	Company workers	15
	Transporters	15
	Opinion Leaders	14
Total		400

Source: Field Survey, 2021

The quantitative data were generated from responses of the civil/public servants, students, Farmers, Traders, and Company workers, while qualitative data were generated from the response of the Transporters and Opinion Leaders interviewed in Ibi and Wukari Local Governments respectively. The staff of the Taraba State Ministry of Works and Transport was similarly interviewed to validate responses from our study area

The distribution of questionnaire and guided interviews were done based on the sample size of four hundred (400), which was arrived at by employing Taro Yamane formula for calculating sample size, and the sample size was proportionally distributed across the two local governments chosen based on a rural and urban setting using a convenient sampling technique. The sampling technique was adopted because of the difficulties in having to meet people in the selected local governments and the supervising ministry of road infrastructure.

The data collected from interviews were analysed through content analysis, while data collected from the questionnaire were analysed through descriptive statistics, by employing Simple Percentages, Means, and Standard Deviation with the aid of Statistical Package for Social Sciences 'SPSS.

Appendix I

Budget implementation on road infrastructure in Southern Senatorial District of Taraba State

Table 3: Taraba State Estimate for road infrastructure, 2018-2021

S/No	Expenditure code	Project title	Approved estimate 2018	Approved estimate 2019	Approved estimate 2020	Approved estimate 2021	Senatorial district
Supervising ministry: Ministry of Works and Transport							
1	0234001001	Reconstruction and rehabilitation of Bali-Serti-Gembu Road	1,200,000,000	1,000,000,000	1,090,000,000	1,188,100,000	Bali LGA, Central Senatorial District
2	0234001002	Construction of Yerima Gassol Road	-----	700,000,000	763,000,000	831,670,000	Gassol LGA, Central Senatorial District
3	0234001003	Design & Construction of Donga-Mararaba Road with a spur to Suntai	-----	-----	-----	-----	Donga LGA, Southern Taraba
4	0234001004	Design and construction of Wukari-Tsokundi Road	1,100,000,000	800,000,000	872,000,000	950,480,000	Wukari LGA, Southern Taraba
5	0234001005	Design and construction of Mararaba-Baissa-Abong Road	600,000,000	2,400,000,000	2,616,000,000	2,851,440,000	Donga LGA, Southern Taraba
6	0234001006	Construction of Balaifi-Karim Lamido Road	-----	-----	-----	-----	Karim Lamido LGA, Northern Taraba
7	0234001007	Design & construction of Wukari-Takum Road II (40km)	1,200,000,000	-----	-----	-----	Wukari LGA, Southern Taraba
8	0234001008	Design & construction of Lacheke-Panfisawa Road (18km)	1,100,000,000	800,000,000	872,000,000	950,480,000	Yorro LGA, Northern Taraba
9	0234001009	Design & construction of Takum-Bissaula Road(70km)	150,000,000	-----	-----	-----	Takum LGA, Southern Taraba

10	0234001010	Emergency rehabilitation of segments of palace & Jolly Nyame way	-----	-----	-----	-----	Jalingo LGA, Northern Taraba
11	0234001011	Construction of Jalingo-Kona-Lau Road Phase I (6.5KM)	500,000,000	350,000,000	381,500,000	415,835,000	Jalingo LGA, Northern Taraba
12	0234001012	Dualisation of Jalingo city gates (13km)	100,000,000	4,000,000,000	4,360,000,000	4,752,400,000	Jalingo LGA, Northern Taraba
13	0234001013	Design of Abong-Nguoye Road (82km}	500,000,000	-----	-----	-----	Kurmi LGA, Central Taraba
14	0234001014	Construction of Mararaba-Kunini-Kwatalansa Road (42km)	-----	-----	-----	-----	Lau LGA, Northern Taraba
15	0234001015	Design and construction of Jatau-Sabongida Road (50km)	-----	-----	-----	-----	Gassol LGA, Central Taraba
16	0234001016	Design and construction of Takum-Chanchangi Road	250,000,000	2,000,000,000	2,180,000,000	2,376,200,000	Takum LGA, Southern Taraba
17	0234001017	Design and construction of Takum-Lissam Road	250,000,000	-----	-----	-----	Takum LGA, Southern Taraba
18	0234001018	Reconstruction of Mutum Biyu-Garba Chede (57km)	-----	-----	-----	-	Gassol LGA, Central Taraba
19	0234001019	Design and construction of Donga-Suntai Road (45km)	-----	-----	-----	-----	Donga LGA, Southern Taraba
20	0234001020	Expansion of Jalingo Airport	300,000,000	1,500,000,000	1,650,000,000	1,782,150,000	Jalingo LGA, Northern Taraba
21	0234001022	Construction of Township Road in the three senatorial district	500,000,000	500,000,000	545,000,000	594,050,000	All LGAs – Ibi & Wukari inclusive
22	0234001023	Survey, design, and construction of Kungana-Sunkuru Road	500,000,000	-----	-----	-----	Bali LGA, Central Taraba

23	0234001040	Design and construction of Taraba State Road Traffic and Motor Admin Agency	20,000,000	-----	-----	-----	Jalingo LGA, Northern Taraba
24	0234001041	Installation of solar street-powered light on new road	-----	250,000,000	272,500,000	297,025,000	Jalingo LGA, Northern Taraba
25	0234001042	Maintenance of solar street light in Jalingo	-----	100,000,000	109,000,000	118,810,000	Jalingo LGA, Northern Taraba
26	0234001044	Construction of new VIP Lounge	-----	40,000,000	43,600,000	47,524,000	Jalingo LGA, Northern Taraba
Supervising Ministry: State Commercial Motorcycle and Monitoring Agency							
27	0234056001	Construction of 15No Bus-stop	12,000,000	45,000,000	49,050,000	53,464,500	Jalingo LGA, Northern Taraba
Supervising ministry: Ministry of Rural Development							
28	0551001003	Rehabilitation of Warwar-Dorofi-Chan-Ninge Road	40,000,000	60,000,000	65,400,000	71,286,000	Gembu LGA, Central Taraba
29	0551001004	Rehabilitation of Kwesati-Mubi-Toso Road	40,000,000	60,000,000	65,400,000	71,286,000	Ussa LGA, Southern Taraba
30	0551001005	Rehabilitation of Rufu-Kpakya Road	30,000,000	60,000,000	65,400,000	71,286,000	Southern Taraba
31	0551001006	Rehabilitation of Munkin-Lamma Road	30,000,000	60,000,000	65,400,000	71,286,000	Yorro LGA, Northern Taraba
32	0551001007	Networking of Bambuka Road	20,000,000	60,000,000	65,400,000	71,286,000	Karim Lamido LGA, Northern Taraba
33	0551001008	Sabon Gida-Sansani Road	60,000,000	60,000,000	65,400,000	71,286,000	Bali LGA, Central Taraba
34	0551001009	Aru-Kwatansufu Road	30,000,000	60,000,000	65,400,000	71,286,000	-----
35	0551001010	Ashuku-Ndukea Road	30,000,000	60,000,000	65,400,000	71,286,000	Kurmi LGA, Central Taraba
36	0551001011	Baissa-Ndukwa Road	20,000,000	60,000,000	65,400,000	71,286,000	Kurmi LGA, Central Taraba

37	0551001012	Mayo-Ranewo-Tligora Road	40,000,000	60,000,000	65,400,000	71,286,000	Ardo Kola LGA, Central Taraba
38	0551001013	Pamanga-dakka Road	60,000,000	60,000,000	65,400,000	71,286,000	Ardo Kola LGA, Central Taraba
39	0551001014	Kpashimbe-Tati Road	20,000,000	70,000,000	76,300,000	83,167,000	Takum LGA, Southern Taraba
40	0551001015	Gashaka-Mai Idanu Road	30,000,000	-----	-----	-----	Gashaka LGA, Central Taraba
41	0551001016	Gayam Shunam Road	15,000,000	9,999,986.90	10,899,998.80	11,880,998.69	Bali LGA, Central Taraba
42	0551001017	Matum Daya-Andemi- Road	40,000,000	80,000,000	87,200,000	95,048,000	Karim Lamido LGA, Central Taraba
43	0551001018	Karim Lami-Old Muri Road	40,000,000	50,000,000	54,500,000	59,405,000	Karim Lamido LGA, Northern Taraba
44	0551001019	Jauro Manu-Lomodu Road	20,000,000	40,000,000	43,600,000	47,524,000	Gassol LGA, Central Taraba
45	0551001020	Garin Abba-Shagarda Road	20,000,000	60,000,000	65,400,000	71,286,000	Gassol LGA, Central Taraba
46	0551001021	Main road-Yelwa Tau Road	40,000,000	60,000,000	65,400,000	71,286,000	Ardo Kola LGA, Central Taraba
47	0551001022	Nguroye-Kasuku-Kakara-Yerimaru Road	40,000,000	60,000,000	65,400,000	71,286,000	Lau LGA, Northern Taraba
48	0551001023	Purchase of construction machines	50,000,000	-----	-----	-----	State Capital
49	0551001024	Construction of Bailey bridge at Mararaba Jen at River Bailaifi	100,000,000	120,000,000	130,800,000	142,572,000	Karim Lamido LGA, Northern Taraba
50	0551001025	Takum-Fikyu Road	40,000,000	70,000,000	76,300,000	83,167,000	Takum LGA, Southern Taraba
51	0551001026	Construction of Kpambo Bridge	140,000,000	100,000,000	109,000,000	118,810,000	Ussa LGA, Southern Taraba

52	0551001027	Dobeli-Wuryo Road	40,000,000	60,000,000	65,400,000	71,286,000	Gassol LGA, Central Taraba
53	0551001028	Njuroye-Mayo-Ndaga-Kaniyaka Road	50,000,000	80,000,000	87,200,000	95,048,000	Lau LGA, Northern Traba
54	0551001029	Gembu-Yambani-Tanvia Road	40,000,000	60,000,000	65,400,000	71,286,000	Sadauna LGA, Central Taraba
55	0551001030	Grading of Bandawa-Munga Dosso-Munga Lelau Road	50,000,000	60,000,000	65,400,000	71,286,000	Karim Lamido, LGA, Northern Taraba
56	0551001031	Construction of Bailey Bridge at Vakude across the river	100,000,000	145,044,399	158,098,394.91	172,327,250.45	-----
57	0551001032	Rehabilitation of Gindin-Waya Waya-Assa Road	56,682,000	50,000,000	54,500,000	59,405,000	Ibi LGA, Southern Taraba
Supervising ministry: Taraba State House of Assembly							
58	0112003006	Construction project at 50,000,000 per each member of the Taraba State House of Assembly	-----	1,200,000,000	1,308,000,000	1,425,750,000	All LGA
Supervising ministry: Ministry of Urban and Town Development							
59	0253001007	Construction of 3Nos roundabout	44,036,584	50,036,584	54,539,876.56	59,448,465.45	Jalingo LGA, Northern Taraba
60	0253001009	Supply and installation of solar street light	100,000,000	150,000,000	163,500,000	178,215,000	All LGAs
61	0253001013	Opening of roads in new government layouts, GRA	20,000,000	20,000,000	21,800,000	23,762,000	All LGAs
62	0253001014	Construction and development of regional park	40,000,000	40,000,000	43,600,000	47,524,000	Jalingo, Northern Taraba
63	0253001015	Construction of Township Roads	-----	34,254,027.87	37,336,890.38	40,697,210.51	All LGAs

Source: Office of the Accountant-General of Taraba State (2021, p. 1-3); Taraba State House of Assembly (2021, p. 205-214); Budgit (2022).

4. Result and Discussion of Findings

Table 4: Does budget implementation pose a challenge to road infrastructure in Taraba South Senatorial District from 2015 to 2021?

The roads that need urgent construction in your local government are not always given urgent attention by the Taraba State Government.	Strongly disagree	5	2.0	4.5238	.72754
	Undecided	5	2.0		
	Agree	90	35.7		
	Strongly agree	152	60.3		
	Total	252	100.0		
It is rare to see bad roads undergoing construction in your local government	Strongly disagree	5	2.0	4.2183	1.01187
	Disagree	24	9.5		
	Undecided	5	2.0		
	Agree	95	37.7		
	Strongly agree	123	48.8		
	Total	252	100.0		
The reason why you don't often see bad roads undergoing construction is because of misappropriation of the fund by public officeholders	Strongly disagree	5	2.0	4.5238	.77526
	Undecided	14	5.6		
	Agree	72	28.6		
	Strongly agree	161	63.9		
	Total	252	100.0		
Some roads constructions started but were abandoned by your local government	Undecided	38	15.1	4.2460	.69931
	Agree	114	45.2		
	Strongly agree	100	39.7		
	Total	252	100.0		
The reason why some roads constructions are not completed were because of primitive demand by some selfish non-political leaders in your local government	Disagree	10	4.0	3.5079	.72239
	Undecided	128	50.8		
	Agree	90	35.7		
	Strongly agree	24	9.5		
	Total	252	100.0		

Source: Field Survey (2021)

The above table presented data on 'budget implementation on road infrastructure and structural violence in Taraba South Senatorial District'; QS 1. The road that needs urgent construction in your local government is not always given urgent attention by the government during the administration of Governor Darius Ishaku of Taraba State. Responses revealed that; 5 (2.0%) of the respondents 'strongly disagree', 5 (2.0%) of the respondents were 'undecided', 90 (35.7%) respondents 'agree', while 152 (60.3%) respondents 'strongly agree' (mean =4.5238, S.D = .72754). Looking at the Likert Scale; we would conclude that, it is **absolutely true** that 'Roads that need urgent constructions in your local government are not always given urgent attention by government'. Therefore, roads that need urgent road construction in the selected local governments are not always given urgent attention by the state government.

QS 2 on whether 'It is rare to see bad roads undergoing construction in your local government' during the administration of Governor Darius Ishaku of Taraba State, responses revealed that; 5 (2.0%) of the respondents 'strongly disagree', 24 (9.5%) of the respondents 'disagree', 5

(2.0%) of the respondents 'undecided', 95 (37.7%) of the respondent 'agree', while 123 (48.8%) of the respondents 'strongly agree' (Mean =4.2183, S.D = 1.01187). Looking at the Likert Scale; it could see that it is **absolutely true** that it is rare to see bad roads undergoing construction in the selected local governments. Therefore, it is rare to see bad roads undergoing construction in the selected local governments.

QS 3 on whether 'The reason why you don't often see bad road undergoing construction is because of misappropriation of fund by public office holders during the administration of Governor Darius Ishaku of Taraba State, responses revealed that; 5 (2.0%) of the respondents 'strongly disagree', 14 (5.6%) of the respondents 'undecided', 72 (28.6%) of the respondent 'agree', while 161 (63.9%) of the respondents 'strongly agree' (Mean =4.5238, S.D = .77526). Looking at the Likert Scale; we would see that, it is **absolutely true** that 'the reason why you don't often see bad roads undergoing construction is because of misappropriation of the fund by public officeholders. Therefore, the reason why you don't often see bad roads undergoing construction in the selected local governments is because of the misappropriation of the fund by public officeholders in the state.

QS 4 on whether some roads constructions started but abandoned in your local government' during the administration of Governor Darius Ishaku of Taraba State, responses revealed that; 38 (15.1%) of the respondents were 'undecided', 114 (45.2%) of the respondent 'agree', while 100 (39.7%) of the respondents 'strongly agree' (Mean =4.2460, S.D = .69931). Looking at the Likert Scale; we could see that it is **absolutely true** that 'there are road constructions that started but abandoned in your local government'. Therefore, some road constructions started but were abandoned in the senatorial district.

QS 5 on whether the reason why some roads constructions are not completed were because of primitive demand by some selfish non-political leaders in your local government' during the administration of Governor Darius Ishaku of Taraba State, responses revealed that; 10 (4.0%) of the respondents 'disagree', 128 (50.8%) of the respondents 'undecided', 90 (35.7%) of the respondent 'agree', while 24 (9.5%) of the respondents 'strongly agree' (Mean =3.5079, S.D = .72239). Looking at the Likert Scale; we could see that, it is **true to a high degree** that 'the reason why some road constructions are not completed was because of primitive demand by some selfish non-leaders in your local government'. Therefore, the reason why some road constructions are not completed might be a result of primitive demand by some selfish non-political leaders in the selected local governments.

Interview QS 1; why is it that road that is not very important to the majority of the people in this local government is constructed, instead of constructing the busiest road that needs urgent construction? Responses showed that all 82 respondents unanimously agreed that, roads that are not important to the majority of the people are constructed because of personal interest, rather than the interest of the masses" (Personal Interview, August 2021). Despite the bad condition of road infrastructure, the state government has refused to construct roads under the leadership of Mr Governor. Vanguard Newspaper (April 17, 2021, para. 2) quoted Taraba State Governor, Arc. Darius Ishaku in this manner, "state governments in the Niger Delta region, particularly Governor Ifeanyi Okowa of Delta State merited praises for infrastructure development because roads infrastructure cost more to build in the region than in the North". Even though the construction of roads is cheaper in the north than in the south as the Governor has rightly said, many bad roads that he can use little money to construct are yet to be constructed in his state. Below is one of the roads that need urgent construction.

Figure 1: Jalingo Road showing the front view of Wukari Yam Market.



Source: Field Survey, August 2021, Wukari Local Government area.

The above figure 1, is the pictorial evidence of Wukari Yam Market – Federal Government College Wukari Road is in bad shape, hence, there is a need for this road to be constructed. The reason why this road needs to be constructed is that the market generates revenue for the government, while farmers find it difficult to enter the market because of the bad road around the market area whenever they are bringing their produce to the market for sale during the rainy season. One would have thought that an item on serial number 63, table 3 with the name ‘construction of Township Roads’ in all local governments ought to cover this road. The refusal to construct the above bad road showed that structural violence is taking place in the study area because actors of governance at both the federal and state governments harm people of the study area by “preventing them from meeting their basic needs”(Lee, 2016, p. 2

In Ibi Local Government Area, no Township Road was constructed in the period under investigation. One might be wondering if the money budgeted and approved for the construction of Township Roads in all the local governments is not for the construction of bad roads (see s/n 63, table 3). Akpeji of Guardian Newspaper (January 4, 2020) says that the leadership of the All Progressive Congress (APC) in Taraba State asserted that “over 10 billion had been reimbursed to the state in 2019 but the amount had not been made public, even though Governor Ishaku had on many occasions told the media that the state had written to the Federal Ministry of Works and Housing asking for such refunds to enable the state carry on with the rehabilitation of roads across the state” (para. 3). With this huge amount of money, bad roads infrastructure is yet to be fixed; hence there is structural violence in the study area.

In addition to the above, interview responses from the supervisory ministry on road projects have shown that record keeping in Nigeria is poor, which makes budget implementation of roads that demands urgent attention to be difficult” (Personal Interview, 2021). Non-construction of roads that demands urgent attention that ultimately leads to structural violence has been ascribed to poor record-keeping on the road infrastructure.

Interview QS 2: Why is it that there is no construction of bad roads in your local government? Responses showed that 62 out of 82 respondents unanimously agreed that, there is no construction of bad roads because of greedy politicians (Personal Interview, August 2021). Not

only that, 19 out of 82 respondents who are from Ibi Local Government area agreed that, there is no road construction in Ibi Local Government because the current governor of the state did not win the governorship election from the local government for the first and second term” (Personal Interview, August 2021). The fact that there is no single road construction embarked upon by the state government in the study area coincide with the submission of Farmer, Nizeye, Stulac and Keshavjee (2006) that structural violence is a social arrangement that put individuals and population in harm way (ac cited in Sharif, Garcia, Mitchell, Dellor, Bradford and Truong (2022). However, alone respondent has posited that insecurity has cost the state government so much that government has no money to embark on the construction of bad roads” (Personal Interview, August 2021). The above observations revealed that there was no effective budget implementation on road infrastructure in Ibi Local Government Area, as no single road rehabilitation or construction was embarked upon by Taraba State Government in the local government. Even though the marginalization and oppression of the people of Ibi Local Government area have been attributed to the fact that the governor of the state did not win the Governorship election in the local government, the truth of the matter is that there is high level of structural violence in the area, owing to non-construction of road infrastructure.

Interview responses from the supervisory ministries indicated that low internally generated revenue (IGR) in Taraba State has affected the state to the extent that, road projects budgeted for are not executed” (Personal Interview, field survey, 2021). The above perspective showed that the low IGR generated in the state must have affected budget implementation on road infrastructure in the state to the extent that road projects that are budgeted for; are not constructed or rehabilitated, as the case may be.

Interview QS 3: Why do you think misappropriation of funds by public officeholders is responsible for the lack of construction of bad roads in your local government? Responses showed that 52 out of 82 respondents agreed that, misappropriation of the fund by public office holders is responsible for the lack of construction of bad roads; hence bad roads are not being constructed” (Personal Interview, August 2021). While, 9 out of 82 respondents agreed that, “misappropriation of the fund is caused by lack of publicity of items in the budget to members of the public” (Personal Interview, August 2021).

Interview responses from the supervisory ministries indicated that there is no release of the approved capital budget to Ministries, Department, and Parastatals (MDSs) to execute road projects because funds for road projects are diverted to cater for the humanitarian need of people displaced by crises and disaster since life is very precious.” (Personal Interview, Field Survey, 2021). The above perspective showed that there is a diversion of the capital budget to other needs; hence, misappropriation of need hinders the construction of dilapidated roads.

QS 4: Why is it that some road constructions that started have been abandoned by your local government? Responses showed that 63 out of 82 respondents from the Wukari Local Government area agreed that, some road constructions that were commenced, stopped because of diversion of the fund, for instance, the road beside Holy Spirit Catholic Church, Wukari” (Personal Interview, August 2021). While 19 out of 82 respondents from Ibi Local Government Area agreed that road like Angwan Kabawa Street which started about five years ago, by the House of Assembly member representing the local government at the State House of Assembly has been abandoned” (Personal Interview, August 2021).

Interview responses from supervisory ministries showed that Taraba State is a civil servant state because the government is the largest employer of labour in the state, making government prioritize payment of salary above road project, as non-payment of salary can harm everybody

– since many people depend on civil servants to survive” (Personal Interview, 2021). The above perspective suggests that funds meant for road constructions were diverted to payment of salary, as non-payment of salary can be more disastrous.

Figure 2: Road beside Holy Spirit, Wukari



Source: Field Survey (2021)

This road beside Holy Spirit Catholic Church started during the current administration of Governor Darius Ishaku, but the road has been abandoned for a reason best known to public officeholders in the state. However, the policy document (budget) of recent times from 2018 to 2021 has no justification for abandoning such a project, as the government has continued to allocate funds for the development of Township Roads (see table 3, serial number 63 for observation). Non construction of road infrastructure is structural because it is embedded in the political and economic aspect of our society, and it is violent because it causes injury to people (Farmer 2006, cited in Sharif, Garcia, Mitchell, Dellor, Bradford, & Truong, M. (2022).

Below is abandoned roads construction embarked upon by member State House of Assembly representing Ibi Local Government area:

Figure 3: Angwa Kabawa Street - Constituency road project



Source: Field Survey, August 2021, Ibi Local Government Area

It should be noted that the above figure 3, is the only attempted road construction in Ibi Local Government by a State House of Assembly Member for the period under investigation. Information from the field survey revealed that this street has been under construction for the past five years, by the Honourable Member of the State House of Assembly representing the local government (see table 3, serial number 58, expenditure code - 0112003006, under the supervision of State House of Assembly). Taraba State Government has continued to allocate the sum of fifty million naira for each member of the State House of Assembly yearly. The abandoned road project is a structural violence as it illustrates a situation where the political authority “cause harm to the people in a way that result to mal-development and deprivation” (Lee, 2016, p. 5)

Interview QS 5: Why do you think primitive demand by some non-public officeholders in your local government is responsible for the non-completion of road constructions that started very well? Responses showed that 12 out of 82 respondents from the Wukari Local Government area agreed that, road constructions that started very well were abandoned because they used the fund awarded for road contracts to settle some local community leaders who demanded cash from public officeholders rather than road construction”(Personal Interview, August 2021). The above development has made the present infrastructure delivery not meet the requirement of Nigeria’s fast-increasing population and economy (GTI Research (2019).

30 out of 82 respondents from Wukari agreed that road construction was abandoned because of the selfishness of public office holders” (Personal Interview, August 2021); 15 out of 82 respondents from Wukari say that, that there was nothing like a collection of cash by the local community leaders in place of road construction” (Personal Interview, August 2021); 6 out of 82 respondents from Wukari contend that road constructions were abandoned because of superstitious belief (Personal Interview, August 2021); 9 out of 82 respondents from Ibi were indifferent and; 10 out of 82 respondents from Ibi agreed that public office holders are not interested in the development of their community” (Personal Interview, August 2021). The above observation is pointing to the perspective that the personal interest of public officeholders and even that of community leaders is germane in determining the presence of road construction in a particular environment.

Interview responses from supervisory ministries revealed that the budget is an estimate, hence, getting adequate funds to finance it, is always a problem for the government, especially, for Taraba State” (Personal Interview, 2021). The above perspective sees the budget as an estimate that is not obligatory to fulfil, hence, primitive demand can be entertained. The above finding is supported by Effiom and Edet (2019, p. 174), “unrealistic budget benchmark, and poor monitoring were significant factors that negatively influence capital budget implementation in Nigeria.

The role of budget implementation in enhancing development on road infrastructure cannot be overemphasized, as it addresses the problem of structural violence. This is because, “capital spending guarantees long-term economic growth that goes beyond meagre short-term demand management” (Effiom & Edet, 2019, p.178). Corroborated by, Olaoye, Olaoye, and Afolabi (2017, p. 9), the performance of a country’s budget greatly hinges on it being effectively and efficiently implemented to solve the needs of the general public of the country. However, the reverse seem to be the case as there has been absence of good road infrastructure, which is an intentional form of structural violence perpetrated by the state to ensure the continued oppression of the marginalised group in our society, since road infrastructure is the most patronised infrastructure in Nigeria (Ortizl, & Jackey, 2019)

Conclusion

This study has been able to investigate budget implementation on road infrastructure and structural violence in Taraba South Senatorial District, 2015-2021.

The exploitative character of the public office holders at the state level not to effectively embark on budget implementation on road infrastructure accounts for structural violence in the study area, as road infrastructure that is budgeted for and of which funds were dully released was never constructed or rehabilitated for the benefit and enjoyment of the general public.

There was no effective budget implementation as bad road networks are rampant in the study area, courtesy of public officeholders' claim that funds meant for road construction were diverted for payment of salary and humanitarian needs.

Further challenges of road infrastructure have been anchored on low internally generated revenue (IGR) that has affected the performance of the budget implementation on road infrastructure to result to structural violence.

In conclusion, budget implementation on road infrastructure has not been able to bring about the expected development that will benefit the people; as political authorities at the state level have hindered the delivery of construction and road maintenance through misappropriation, exploitation and diversion of the capital budget for their own benefit to deliver structural violence to the masses through increase in poverty rate.

Taraba State Government (through the Office of the Accountant General of Taraba State and the Clerk of the Taraba State House of Assembly) should furnish her citizens in Taraba South Senatorial District with the various roads budgeted for construction in the annual budget. The suggested recommendation will enhance the budget implementation on road infrastructure and address the issue of structural violence in the Southern Senatorial District of Taraba and Taraba State as a whole.

Taraba State Government should stop the diversion of the capital budget to recurrent and other expenditures. The suggested recommendation will fast-track road infrastructure for economic growth and development and build sustainable peace in the study area and Taraba State as a whole.

Taraba State Government should seek state-to-state intergovernmental relations with state governments in Nigeria that have good track record of high internally generated revenue (IGR). The suggested recommendation will increase the IGR of the Taraba State Government to enhance budget implementation on road infrastructure to ameliorate the challenges of structural violence in Taraba South Senatorial District and Taraba State as a whole.

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