

**FUEL SUBSIDY REMOVAL IN NIGERIA: ISSUES AND IMPLICATIONS ON
NATIONAL DEVELOPMENT. A STUDY OF SELECTED LOCAL GOVERNMENT
AREAS IN THREE GEO-POLITICAL ZONES OF EBONYI STATE**

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Abstract

Subsidy as a concept in the social science literature with its intents and practice has been applied in virtually all sectors of national economy. Nigerian government in her bid to avert the consequences of monopolistic tendencies of private sector decided to apply the principle of subsidy as a policy option in such critical sectors as agriculture, public utilities, oil and natural resources, trade and industry, all to the benefit of the citizenry. Subsidy is a policy design by the government in which certain amount of money is paid to reduce prices of goods and services for the benefit of the governed. However, the rising cases of fuel subsidy removal and the attendant implication on the economy of the nation call for serious concern by all and sundry. Obviously, in the light of the foregoing, this paper is designed to investigate why the government of the state among other sectors of the economy decides to remove the subsidy on Premium Motor Spirit (PMS) and the consequences resulting from such policy. The paper finds out whether the government has some palliatives to mitigate the effects of the subsidy removal and to recommend measures which if adopted by the government and other stakeholders in the management of the economy would go a long way in ensuring a viable and sustainable economy in Nigeria.

Key words: Subsidy Removal, National Development, Local Government.

Introduction

Background to the Study

Subsidy is a government policy strategy to pay some amount of money to augment the cost of a particular product. Government in Nigeria and other countries across the globe have been subsidizing on products and other critical sectors of the economy such as education, agriculture, health and transportation. Following the discovery of oil in Oilebiri in the present Bayelsa State of Nigeria in 1956, the petroleum sector turned to replace agriculture as the

mainstay of the country's economy. Nigeria's first refinery was built in 1960 in Alesa Eleme in an outskirt of Port Harcourt by Shell and British Petroleum (BP) with each company owning 50 percent stake. By 1963, the refinery began operations with a capacity of 38,000 barrels of oil per day. The Warri refinery and Petro-Chemical Company (WRPC) in the present Delta state was established in 1978, while Kaduna Refinery Petro-Chemicals Company (KRPC) was established in 1980 to supply petroleum products to the northern Nigeria with a capacity of 50,000 barrels per day ([www.bpe.gov, nig](http://www.bpe.gov.nig))

The three refineries were built to meet the domestic needs of Nigerian citizens under the management of Nigerian National Petroleum Company (NNPC) but as the population increased geometrically, it became obvious that the oil sector could not meet the country's pressing needs, a situation which called for importation of fuel. The NNPC began to import fuel at a price higher than Nigeria market price and sometimes lower. However, in order to avoid operating fluctuating economy, subsidy option was adopted to stabilize the economy. Sooner than later, NNPC could not keep up with the high price of production in the international market which pushed the corporations to start borrowing to pay for the subsidy which plunged the country into massive debt. Much later, removal of the subsidy became almost impossible, particularly as labour organizations were always at alert to remind the government of the implications of fuel subsidy removal. Even the plan for semi-subsidy equally failed, which according to Tijani (2010), the military government rose to challenge the labour and attempted subsidizing petrol for commercial vehicles only and leave private owned ones.

Statement of the Problem

Decades in the past, Nigerian administrations have in one way or the other introduced various measures to support petroleum industry to keep its products affordable for the citizens.

Longman (2033: 1656) described subsidy as money that is paid by government or organization to make prices lower, reduce cost of producing goods etc. Government of Nigeria has subsidized cost of products and services in the critical sectors of the economy such as education, transport, health, public utilities, agriculture and oil industry. The whole essence of subsidy is to make the cost of goods and services within the reach of the citizens and to limit the concentration of shares in the hands of few wealthy individuals.

Oil subsidy policy is not peculiar to Nigeria alone. Other oil producing countries of the world like Libya, Egypt and Venezuela adopted the same policy to address their socio economic problems. In Nigeria, the way and manner in which the subsidy projects were handled and the implementation processes called for government decision to remove subsidy and deregulate the oil sub sector. Unarguably, the proceeds from the subsidy are not enjoyed by average Nigerian populace, but by very few Nigerians who constitute themselves as cartels. Sun newspaper of January 5, 2012 quoted President Goodluck Jonathan as saying that “so far, over 13 trillion naira have been spent on oil subsidy with nothing concrete to show for it. The benefits accruing from the subsidy only go to few Nigerians who have abused the process and it is rife with corruptions”

It is on these premises that this research intend to carryout investigation on why the essence and philosophy of fuel subsidy have suffered defeat in the implementation process. To this end, six local government areas selected across three geo-political zones of Ebonyi State for the study. Ebonyi zone comprised of Izzi and Ohaukwu L.G.A, Ebonyi central zones is made up

of Ezza North and Ishielu L.G.A while Ebonyi south zone comprised of Afikpo South and Onicha L.G.A.

Objectives of the study

The core objective of this research is to uncover the philosophy of fuel subsidy in Nigeria as it has not delivered on its mandate of meeting with the basic needs of average Nigerian citizens. Specifically, the objectives of the research include:

- To find out reasons for oil subsidy initiative in Nigeria
- To find out why Nigerian citizens have not actually benefited from the oil subsidy policy
- To determine the impact of oil subsidy removal on Nigeria socio-economic life
- To find out the problems associated with fuel subsidy removal in Nigeria oil economy
- To suggest possible strategies and measures for ensuring healthy and sustainable oil subsidy removal in Nigeria.

Significance of the Study

The research of this nature and its strategic discourse in social science literature and national development will be beneficial to wide range of individuals, groups and organizations, including the government who stand to share in the outcome of the research findings. Indeed, the government as a body will benefit from this research, particularly the policy makers as the outcome of the study will serve as guide on how to adopt the best international practices on subsidy management. Again, organized groups such as labour unions and other relevant stakeholders in oil business cannot be left out in gaining from the outcome of this research, just as the academics and research institutes within and outside Nigeria state will not only benefit from the study, but the outcomes would be put to use as part of curriculum content of relevant

course of study in social science disciplines. Without prejudices, the outcome of the research will serve as reference package for organization such as Organization of Petroleum Exporting Countries (OPEC), Nigeria National Petroleum Corporation (NNPC), labour activist, the media, student researchers and other countries who in one way or the other have business in oil subsidy.

Scope of the Study

The scope of this research is on fuel subsidy removal in Nigeria with focus on its implications on selected local council areas across the three Geo-political Zones of Ebonyi State, Nigeria. In Ebonyi North Zone, Izzi and Ohaukwu were selected. Ebonyi Central Zone: Ezza North and Ikwo L.G.A were selected while in Ebonyi South Zone: Afikpo South and Onicha L.G.A were selected for the study. Categories of respondents were drawn from civil servants, farmers, traders and students as shown in table A of this research. The choice of the researcher to narrow the scope of the study to some selected local government and some number of respondents is based on the fact that the study cannot holistically carryout research on fuel subsidy removal and its implications on the entire country or even in Ebonyi State. This is because of certain factors to include: paucity of fund, vast nature of the research area, time limit and other factors

Research Questions

This research is guided by specific research questions

- What are the reasons for fuel subsidy in Nigeria political development
- What accounted for the inability of average Nigerian not to benefit maximally from the oil subsidy regime
- What are the impacts of fuel subsidy removal on Nigeria socio economic life
- What are the problems associated with fuel subsidy removal in Nigeria oil economy

- What are the possible measures for a healthy and sustainable oil subsidy removal in Nigerian,

Research Methodology

The research adopt the following methodology for the research.

Research Design

This study on fuel subsidy removal in Nigeria adopts survey research design. Survey research design is used as an instrument by the researcher to gain greater insight about individuals or group perspective, relative to a particular concept or topic of interest. Ezeh (2005), described survey design as a reliable technique which enables the researcher to collect data systematically from selected segments of the sampled population for the purpose of determining the attributes of the population.

Area of the Study

The area of the study encompasses selected six local council areas across the three geo-political zones of Ebonyi State, Nigeria. In each council area, four categories of respondents (civil servant, farmers, traders and students) were selected for the research. The local government areas include Ebonyi North-Izzi and Ohaukwu L.G.A, Ebonyi Central-Ezza North and Ikwo L.G.A and Ebonyi South -Afikpo South and Onicha L.G.As. These local government councils will serve as the area of coverage for the research.

Population of the study

In this research, the population of the study covers six hundred (600) categories of civil servants, farmers, traders and students drawn across selected six local government

areas of the three geopolitical zones of Ebonyi state. The population is carefully selected to reflect geographical representation of the people of Ebonyistate on the subjectmatter under study. The population of this study stand thus: civil servants = 325 people, farmers =73 people, traders - 118 persons and students = 84 persons, totaling 600 people all together.

Sample and Sampling Technique

In this research study, sample of respondents were drawn from categories of people made up of civil servants, farmers, traders and students whereas their responses constituted the data used in the analysis and computation of the research findings. Again, the study adopts simple random sampling technique as samplingmethod.

In Ebonyi North Zone, in Izzi LGA, a total of 125 respondents which represent 20.8% of the population and Ohaukwu LGA has 105 respondents representing 17.5% of the research population Ebonyi Central Zone, Ezza North LGA, a total of 98 respondents representing 16.3% of the sample population

EbonyiSouth: Afikpo South LGA has a total of 94 respondents which represent 15.7% of the sampled population while Onicha L.G.A has a total of 80 respondents, representing 13.3% of the study population.

Instrument for Data Collection

This research adopts the use of structured questionnaire as special instrument for data collection. The structured questionnaire reflects on fuel subsidy removal in Nigeria as focused on six selected local council areas across the three geo-political zones of Ebonyi State. The structured instrument was designed to contain twenty item sub questions, reflecting on the main

research questions. Each question item has four point rating scale of Strongly Agree (SA), Agree (a), Strongly Disagreed (SD) and Disagree (D).

Validation of Instrument

Validation involves collecting and analyzing data to assess the accuracy of an instrument (research rundowns.com>quantitative-methods). In line with the best practices and research standard, draft copy of the questionnaire passed through the face and content validation and scrutiny of experts in measurement and evaluation. Valid and necessary corrections and professional inputs were made before the final production and distribution to the target groups.

Reliability of the Instrument

In this study, the research instrument (questionnaire) was considered reliable as it adopts test re-test reliability process. Test-re-test reliability approach allows for the same instrument to be tested on respondents at different periods and interval of not less than two weeks.

Procedure for Data Collections

Research is a process of systematic inquiry that entails collection of data, documentation of critical information, analysis and interpretation of that information (www.hampshire.edu/what-research). In this research, relevant data was gathered through research assistants who administered the questionnaires on the respondents drawn from six selected local council areas across the three geopolitical zones, making up Ebonyi State, Nigeria. At the end of the distribution of questionnaire, the researcher and the assistants waited to retrieve the completed copies of the instrument. Out of 600 questionnaires distributed, 575 copies were filled and returned which represent 95.7% of the sampled population, while 25 (4.3%) copies were not returned for one reason or the other.

EBON YI NORTH	IZZI L.G.A	1 2 5	Civil Servants Farmers Traders Students	50 20 35 20	8.3 3.3 5.8 3.3	121	50 18 33 20	8.3 3.0 5.5 3.3	4	2 2	0. 3 0. 3
	OHA UKWU L.G.A	1 0 5	Civil Servants Farmers Traders Students	55 15 20 15	9.2 2.5 3.3 2.5	99	53 12 20 14	8.8 2.0 3.3 2.3	6	2 3	0. 3 0. 5
EBON YI CENTRAL	EZZA NORTH LG A	9 8	Civil Servants Farmers Traders Students	60 10 13 15	1.0 1.2 2.2 2.5	95	60 9 13 13	10 1.5 2.2 2.2	3	1 2	0. 2 0. 3
	IKWO L.G.A	9 8	Civil Servants Farmers Traders Students	60 8 20 10	1.0 1.3 3.3 1.2	93	59 9 13 13	9.8 1.0 3.0 1.7	5	1 2 2	0. 2 0. 3 0. 3
EBON YI SOUTH	AFIK PO SOUTH L.G.A	9 4	Civil Servants Farmers Traders Students	60 10 10 14	10 1.2 1.2 2.3	89	60 8 9 12	10 1.3 1.5 2.0	5	2 1 2	0. 3 0. 2 0. 3
	ONIC	8	Civil	40	6.7	78	40	6.7	2	2	0.

	HA L.G.A	0	Servants Farmers Traders Students	10 20 10	1.2 3.3 1.7		8 20 10	1.3 3.3 1.7			3
				600	100	575		95.7	25		4.3

Source: Researcher's field survey

Analysis: The table above shows that in the three geo-political zones of Ebonyi State, two local government areas were selected from each zone which constitutes the research coverage with four categories of respondents (civil servants, farmers, traders and students).

Ebonyi North Zone: Comprised of Izzi L.G.A: 125 respondents (20.7%) and Ohaukwu L.G.A: 105 respondents (17.5%).

Ebonyi Central Zone: Comprised of Ezza North L.G.A: 98 Respondents (15.9%) and Ikwo L.G.A: 98 respondents (15.9%).

Ebonyi South: comprised of Afikpo South: 94 respondents (14.7%) and Onicha L.G.A: 80 respondents (12.9%). Total number of questionnaire distributed to categories of respondents gave a total of 600 copies.

However, the number of questionnaires completed and returned totaled 575 (95.7%), while 25 copies representing 4.3% were not returned. Details shown below.

Izzi L.G.A: 121 respondents (20.1%) returned, while 4 copies (0.6%) were not returned, Ohaukwu: 99 respondents (16.4%), while 5 copies (0.8%) not returned

Ezza North L.G.A: 95 respondents (16.9%), while 3 copies (0.5%) Ezza North LG.A: 93 respondents (15.5%), while 5 copies (0.8%) not returned.

Afikpo South L.G.A: 89 respondents (14.9%), while 5 copies (0.8%) were not returned. Onicha L.G.A: 78 respondents (13%), while only 2 copies (0.3%) were not returned.

What were the initial reasons for fuel subsidy in Nigeria political economy?

Table 4.1

S/N	Item	SA	A	SD	D	Total	Remark
1	To remove monopoly of private sector	270 47%	150 26.1%	83 14.4%	72 12.5%	575 100%	
2	To reduce prices of goods and services for the benefit of the governed	210 36.5%	173 19.7%	154 26.8%	98 17%	575 100%	
3	As measure to reduce poverty rate in Nigeria	258 44.9%	117 20.3%	164 28.5%	36 6.3%	575 100%	
4	To boost citizens welfare	196 34.1%	187 32.5%	102 17.7%	90 15.7%	575 100%	

Source: Researchers field survey

Analysis

Table 4.1, A total of 420 respondents which represents 73.1% of the sampled population were of the view that one of the initial reasons for introducing fuel subsidy in Nigeria economy was to remove the monopoly of the private sector, while 155 respondents, representing 26.9% did not agree to that statement.

Item 2, 323 (56.2%) respondents were in agreement that one of the initial reasons for instituting fuel subsidy policy by the Nigeria government was to help reduce the prices of goods and services for the benefit of the governed, while 252 (43.8%) of the sampled population disagreed to that assertion.

Item 3 of this research work indicated that 375 (65.2%) of the respondents were of the opinion that the initial reason for introduction of fuel subsidy policy was a measure to reduce poverty rate in Nigeria, while on the contrary 200 (34.8%) respondents disagreed to that opinion.

Item 4 indicated that 383 (66.6%) respondents believed that fuel subsidy in Nigeria came on board to help boost citizens welfare in general, whereas 192 respondents which represents 33.4% of the sampled population were of the contrary view.

What accounted for the inability of average Nigerians not to benefit maximally from the oil subsidy policy?

S/N	Item	SA	A	SD	D	Total	Remark
5	Endemic corruption in the country	320 55.6%	250 35.7%	35 6.1%	15 2.1%	575 100%	
6	Poor management of the subsidy packages	310 54%	199 34.6%	41 7.1%	25 4.3%	575 100%	
7	Global deregulatory drive policy	215 37.4%	105 18.3%	152 26.4%	103 17.9%	575 100%	
8	Predominance of private sector driven economy	302 52.5%	122 21.2%	81 14.1%	70 12.2%	575 100%	

Source: Researchers field survey

Analysis

In item 5, a total 525 (91.3%) were in affirmation that endemic corruption in Nigeria political economy accounted for the inability of average Nigerians not to benefit maximally from the oil subsidy policy, while 50 (8.7%) respondents disagreed to that assertion.

Item 6 indicated that 509 (88.6%) respondents stood on the side that the inability of Nigerians to benefit maximally from the policy of oil subsidy was on the ground of poor management of the subsidy packages, whereas 676 (11.4%) respondents were not in agreement to that statement.

In item 7 , 320 (55.7%) respondents were of the view that the global deregulatory drive were accountable for the inability of average Nigerians not to benefit from the gains of oil subsidy policy in the country, whereas 255 (44.3%) were of the contrary .

Item 8 of this research showed that 424 (73.7%) respondents held the view that the predominance of private sector driven economy were responsible for the inability of average people of Nigeria to benefit from the oil subsidy initiative in the country, while a total number of 151 (26.3%) respondents disagreed to that submission.

What are the impacts of fuel subsidy removal in Nigeria socio-economic life?

S/N	Item	SA	A	SD	D	Total	Remark
9	Government insensitivity to citizens plight	301 52.3%	220 38.3%	31 5.4%	23 4%	575 100%	
10	High rate of poverty indices on the citizens	401 69.7%	112 19.5%	34 5.9%	28 4.9%	575 100%	
11	Sufferings on the side of the poor masses	351 61%	221 19.5%	02 0.4%	01 0.2%	575 100%	
12	High cost of living	462 80.3%	104 18.1%	06 1%	03 0.5%	575 100%	

Source: Researcher's field survey

Analysis

On the impacts of fuel subsidy removal in Nigeria, item 9 showed that 521 (90.6%) respondents agreed that government insensitivity to the plight of citizens is an impact of fuel subsidy removal in Nigeria, whereof 54 (9.4%) of the sampled population were of the opposite view.

Item 10 indicated that 513 (89.2%) respondents support the opinion that high rate of poverty indices on the citizens constitute an impact of fuel subsidy removal on Nigeria socio-economic life, just as 62 (10.8%) respondents disagreed to that notion.

In item 11, a total of 572 (99.4%) of the sampled population posit that fuel subsidy removal in Nigeria had caused sufferings on the side of the poor masses, whereas only 3 respondents, representing 0.6% disagreed to that assertion.

In item 12, 566 respondents which represent 98.4% responses indicate that one of the impact of fuel subsidy removal on Nigeria political economy is high cost of living, while 9 (1.5%) respondents were of the contrary opinion on the issue of high cost of living as the impact of fuel subsidy removal in Nigeria political economy.

What are the problems associated with fuel subsidy removal in Nigeria oil economy

Table 4.4

S/N	Item	SA	A	SD	D	Total	Remark
13	High cost of petroleum products	259 45%	271 42.2%	46 8%	29 5%	575 100%	
14	High cost of transportation	382 66.4%	122 21.2%	40 7%	31 5.4%	575 100%	
15	National economy at the whims and caprices of private sector manipulation	421 73.2%	120 20.9%	19 3.3%	15 2.6%	575 100%	
16	High level of uncontrolled inflation	433 73.3%	132 23%	7 1.2%	3 0.5%	575 100%	

Source: Researcher's field survey

Analysis:

Item 13 shows that 500 (87%) of the respondents indicated that high cost of petroleum products were among the problems associated with fuel subsidy removal in Nigeria oil sector, while 75 (13%) respondents were of the contrary view.

Item 14 indicated that 504 (86.6%) of the sampled population agreed that fuel subsidy removal has triggered the high cost of transportation in Nigeria, but 71 (12.4%) disagreed to that assertion.

In item 15, 541(94.1%) respondents were in agreement that due to the removal of the oil subsidy, the national economy is at the whims and caprices of the private sector manipulations, while 34 (5.9%) respondents opposed the notion.

Item 16 indicated that 565 (98.3%) respondents affirmed that there is high level of uncontrolled inflation caused by fuel subsidy removal in Nigeria, whereas only 10 (1.7%) respondents objected to that notion.

What are the possible measures for healthy and sustainable oil subsidy removal in Nigeria?

Table 4.5

S/N	Item	SA	A	SD	D	Total	Remark
17	Provision of palliative to cushion the effects of the subsidy removal	298 51.8%	168 29.2%	71 12.3%	38 6.6%	575 100%	
18	Process of the fuel subsidy removal to be gradual so as to achieve the objectives of the policy	283 49.2%	202 35.1%	52 9%	38 6.6%	575 100%	
19	Adoption of adequate measures to curtail the excesses of private sector domination	243 42.3%	219 38.1%	81 14.1%	32 5.5%	575 100%	
20	Building of more refineries and rehabilitation of old ones to enhance local production and avoid importation of oil	310 53.9%	146 25.4%	96 16.7%	23 4%	575 100%	

Source: Researcher's field survey

Analysis

The item 17 above showed that 466 (81%) respondents agreed that one of the possible measures for healthy and sustainable oil subsidy removal in Nigeria is provision of palliative to

cushion the effects of the fuel subsidy removal, while 109 (18.9%) of the respondents disagreed to that option.

Item 18 showed that 485 (84.3%) respondents were of the opinion that the process of fuel subsidy removal should be gradual as possible measure to ensure healthy and sustainable oil subsidy removal, just as 90 (15.6%) of the respondents were of the contrary opinion.

In item 19, a total of 462 (80.4%) respondents agreed that adoption of adequate measures by the government to curtail the excesses of private sector domination as option to ensure healthy and sustainable oil subsidy removal in Nigeria, but 113 (19.6%) respondents disagreed to that assertion.

Item 20 indicated that 456 (79.3%) of the respondents agreed that building of more refineries and rehabilitate old ones as a measure for sustainable oil subsidy removal in Nigeria, whereas 119 (20.7%) respondents were of the contrary opinion.

RESEARCH FINDINGS; CONCLUSION AND RECOMMENDATIONS

Discussion of the research outcomes presented thus:

- The reasons for initiating the policy of fuel subsidy in Nigeria include: to remove monopoly of private sector, to reduce prices of goods and services, as measure to reduce poverty rate in country and to promote the welfare of the citizenry.
- On what accounted for the inability of Nigerians to benefit from the subsidy policy maximally, the research established certain factors as responsible for that such as : endemic corruption in the country, poor management of proceeds from the subsidy

packages, nature of deregulation policy across the globe and the market forces of private sector driven economy.

- The research study revealed that fuel subsidy removal have certain impacts on Nigerian socio-economic life, which include: insensitivity of government to citizens plight, high rate of poverty indices, suffering of the poor masses and high cost of living in the country.
- The research also revealed problems associated with fuel subsidy removal have certain impacts on Nigeria socio-economic life which include: insensitivity of government to citizens plight, high rate of poverty indices, suffering of the poor masses and high cost of living in the country.
- The research also revealed problems associated with fuel subsidy removal to include: high cost of petroleum products, high cost of transportation, national economy left at the whims and caprices of private sector decision and high level of inflation

Finally, the research put forward some suggestions as possible measure to ensure healthy and enduring oil subsidy removal in Nigeria. Such measures include: provision of palliative to cushion the effects of subsidy removal, the process of the subsidy removal should be a gradual one, government to adopt adequate measures to curtail the excesses of private sector domination and to build more refineries and rehabilitate the existing ones to a functional status.

Conclusion

Subsidy is a government arrangement to assist individuals, groups by paying certain amount of money to argument the cost of services or products. Government or humanitarian organizations were usually known for subsidizing the cost of products and services in the critical sectors of the

economy such as education, agriculture, health transport, oil and gas, natural resources, trade and industry. The essence of subsidy in the critical sectors of the economy is usually to avert the consequences of monopolistic tendencies of private sector and to reduce the cost on certain products and services for the benefit of the masses and overall development. Following the discovery of oil in Nigeria in 1956 at Oloibiri in the present Bayelsa State, the agricultural sector was quickly replaced with oil as the mainstay of the economy.

Various administration in the past had in one form or the other planned the removal of subsidy on oil products by mere increases in prices of petroleum products, while Bola Ahmed Tinubu on assumption of office as the president and commander in chief of the armed forces of the federal republic of Nigeria on 29th may, 2023 announced the total removal of subsidy on premium motor spirit (PMS) against reactions from the labour, citizens groups and the general public.

Recommendations

Judging from the findings of the research, some recommendations were advanced to serve as measures to mitigate the effects of fuel subsidy removal in Nigeria. Such recommendations are as follows:

- Government should put in place regulatory agencies and enabling legislation to checkmate the excesses of private sector, especially as it concerns like in prices of goods and services. Such agencies as consumer protection agency and electricity regulatory agency should be strengthened to bring to bear their statutory mandates. These would help stabilize and keep down the prices of goods and services to the barest minimum.

- Security and law enforcement architecture of the state should be strengthened to arrest and prosecute all actors involved in any form of corruption. There should be no sacred cow no matter whose ox is gored. Any Nigerian found culpable of corrupt practice should face the full rot of the law and summarily punished on conviction
- The research recommends judicious management of the proceeds from the subsidy removal to avoid such gains finding their ways into the private coffers of few top notch of the country. If the proceeds are not properly managed, the objective of the subsidy removal will be efforts in futility.
- Owing to the nature and peculiarity of Nigerian economy and level o development, the research advocate that the process of subsidy removal should be gradual to enable citizens adjust with reality of the policy. Enough time should be mapped out by the government to sensitize the populace on plans to introduce such policy and its consequences on the economy.
- Government should provide palliative measures as incentive to cushion the effects of fuel subsidy removal on the teeming masses who are at the mercy of the aftermath of the policy. Such palliative should not be allowed to be hijacked by the political class
- The government should employ the services of experts from strategic professions such as economics, petro-chemicals, agriculture, industries and mines to help re-structure the economy of the country for optimal performance.
- Nigeria premier petro-chemical refineries should be rehabilitated and put to full capacity operations to minimize cost on importation of petroleum products.

- Human empowerment scheme should be instituted to ameliorate the sufferings of the masses. Such scheme include, mass transit scheme, interest free loan, tractor hiring scheme, provision for farm inputs and so on.

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