BOldscholar

EXPECTED ECONOMIC BENEFITS OF KANO-MARADI STANDARD GAUGE RAILWAY LINE

Tanimu, Kabiru

Transport School, Nigerian Institute of Transport Technology, Zaria, Kaduna, Nigeria
kabirutanimu@nitt.gov.ng

Abstract

Transport infrastructure affects most aspects of regional economic development. This because most economic activities either depend on or use transportation means in the delivery of products. Nigeria plans to spend $1.959 billion on the 392 km Kano-Maradi standard gauge railway line. This paper examined the expected economic benefits of Kano-Maradi standard gauge railway line. The data for the analysis was collected from 324 merchants operating in the Kano-Maradi axis through structured questionnaire triangulated with observation and inspection. The data were analysed using descriptive statistics, frequency tables and charts where applicable. The study found amongst others that transportation infrastructure like the Kano-Maradi standard gauge railway line is expected to attract more economic activities in the Kano-Maradi axis. The study recommends that the government of Nigeria should go ahead and speedily complete the project and not be deterred by the cost of the project as the long-term economic benefit of the project outweighs the cost of putting it in place. It is further recommended that government should ensure provision of goods wagons and freight operations along the routes when completed to cater for the trade inclined movements that Kano-Maradi is well-known for. Lastly, to further foster trade between Nigeria and Niger republic, the route should be extended to link the ports in Lekki and Apapa.

Keywords: Economic benefits, Transport infrastructure, Standard gauge railway line, commercial activities, freight transportation.

1.0 INTRODUCTION

Irrespective of what a country possesses both in terms of human and material resources, it must relate with other countries as no country can survive in isolation. This necessitates the involvement of countries into international trade across boundaries. Nigeria and Republic of the Niger are neighboring countries located in the West African sub-region. The trade between these countries could be traced back to the Trans-Saharan Trade since medieval period. Nigeria and Republic of the Niger benefit from each other economically as the trade network is mainly on agricultural produce, domestic utilities and other goods (Basher, 2018).

Transportation was considered for a long time to be the most important factor in regional, economic and social development. Transportation has an important role in increasing production, reducing travel times, increasing employment and improving accessibility. Furthermore, it plays an important role in reducing regional disparities and in improving the competitiveness of regions, by facilitating trade and economies of scale (Yeser, 1990).

According to SWAC (2019), cross border trade between Nigeria and Republic of the Niger has a long history especially with regards to exchange of food crops such as millet, sorghum, maize, rice, yam, beans, soya beans and cash crops such as groundnut, cowpea, sesame, onion, fruits, vegetables and so on. On the other hand, cattle, sheep, rams, goat and camels are always trooping in large number from Republic of the Niger to Nigeria all year round. It must be noted that the cross-border trade between Nigeria and Republic of the Niger is more of informal transactions. Commercial trade in the Kano-Katsina-Maradi region is very intense. While cattle are brought from the Republic of Niger, Nigerian cereals and manufactured products exported to Niger abound. The development of trade relations between Southern part of the Republic of Niger and Northern Nigeria stems from two major activities: trade in local products and transit (Emmanuel and Ruth, 2022). The flow of goods from Niger to Nigeria includes a type of string beans (*niébé*), Zulu nuts (*chufu)*, gum Arabic, cattle, leather and skins, commodities and manufactured goods from Lomé and Cotonou. Goods flowing in the other direction include cereals, other food products (pasta, corn meal, sugar, salt, yams, fruits, etc.), hydrocarbons, building materials and plastic products, both from Nigerian as well as international sources.

Railways, which is one of the earliest forms of motorized transportation in the world, play a vital role in facilitating trade (Mohammed, 2010). An efficient railway system lowers the cost of transportation, integrates people and markets across the country, links backward regions with the mainstream economy by opening them up to trade and investment; and thereby increases the overall productivity and global competitiveness of the economy. (Abdoul and Trémolieres, 2017).

In prominent models of international and interregional trade, reduction in trade costs will increase the level of real income of trading regions. Railway system plays a significant role in the development and overall growth of any economy in both urban and rural areas. It is often regarded as the wheels of economic activity because of the crucial role it plays in providing

the bulwark upon which production and distribution stand. It opens up the regions, hinterlands and rural areas by facilitating agricultural development as well as the growth of cottage and large-scale industries. Rail transport is seen as the mainframe around which an integrated national transport system is built. Its capacity, which is further accentuated by its safety and security factors, coupled with its ability to travel longer distance with ease and lower unit cost, places it in good stead to serve as the hub of the transport system of a nation as it catalyzes both rural and urban development (Nwanze, 2018).

The main objective of this study is to assess the potential impact of the Kano-Maradi standard gauge Railway line on regional and bilateral trade, considering changes in trade volumes, patterns, and cost efficiencies. Also, to analyze the direct and indirect economic benefits of the railway project, focusing on employment generation, industrial growth, and local economic development.

The justification for investigating the expected economic benefits of the Kano-Maradi standard gauge railway line is multi-faceted. Firstly, the proposed railway corridor would not only connect two major cities but also establish a strategic link between landlocked Niger and the Nigerian coast, facilitating smoother access to international markets. Secondly, the project holds the promise of reducing transportation costs, lowering trade barriers, and expediting the movement of goods, which could positively impact regional trade volumes. Moreover, the construction and subsequent operation of the railway line would create employment opportunities and spur demand for raw materials, contributing to the local and national economies. Lastly, by enhancing connectivity, the railway line could attract foreign investment, support industrial growth, and potentially foster the development of economic corridors along the route.

2.0 STATEMENT OF PROBLEM

The Kano-Katsina-Maradi region shows a high degree of social and economic interconnectedness. However, there exist an impediment to seamless trade within the corridor. The impediment is that the only mode of transport that exist hitherto is road mode. Unfortunately, the road mode lacks the capacity to handle the volume of freight movement within the corridor effectively. As the volume of trade between Nigeria which is a maritime country and Niger republic which is a land lock country continues to increase, the road mode of transport between the aforementioned countries will get intensely overwhelmed.

According to Dataphyte (2021), a viable alternative to the overwhelmed road mode of transport in the corridor is the railways. Nigeria government plans to spend $1.959 billion on the Kano-Maradi standard gauge railway line. The Kano- Maradi standard gauge rail line would span 392 km from Kano, northwestern part of Nigeria to Maradi province in the southern part of the republic of Niger with a branch line connecting Kano with Dutse in Jigawa state.

However, with Kano's Dawanau market annual trade volume of $2.5 billion, Dataphyte's analysis shows Nigeria could recoup her investment in a few years but further research reveals a potential security concern reminiscent of the current security challenges facing the country. Ostensibly, market accessibility has hampered the effectiveness of Dawanau and similar ventures over the years due to poor transport infrastructure (Dataphyte 2021). This has hindered the potential of the market and its impact on the economy (Olufemi, 2021).

The lack of efficient and well-connected transportation systems has long been a barrier to economic development in the West African region. Inadequate infrastructure, particularly in the form of road networks, has led to high transportation costs, delays, and inefficiencies in moving goods and people. This has hindered regional trade, impeded foreign investment, and limited the socio-economic potential of the affected areas. Recognizing these challenges, the proposal to construct the Kano-Maradi standard gauge railway line emerges as a solution to address these issues. However, a comprehensive analysis of the potential economic benefits of this railway project is imperative to guide decision-making and ensure the optimal allocation of resources.

3.0 LITERATURE REVIEW

3.1 History of Railway in Nigeria

Railway construction was done in three main phases. The first phase consisted of initial penetration lines. The origination points were the ports of Lagos (Apapa), and Baro for the Western line, and Port Harcourt for the Eastern line Okeye et al (2017). The Western line originated in Lagos in 1898 and reached the Niger River in 1909. The construction of the Eastern line began in 1913 in Port Harcourt and reached Enugu by 1916. In the second phase of the railway development, more interior centres were linked to the ports with lines such as Baro-Kano and Enugu-Kaduna. By 1927, both main North-South links were established giving Northern areas access to the ports of Lagos and Port Harcourt. Building branch lines and extensions such as Zaria-Kaura Namoda or Kano-Nguru made up the third stage of railway development. At the end of this phase, in 1931,

the railway was 3,067 km long. New centres of economic activities quickly appeared along the newly constructed railroads Okeye et al (2017). By the time the main lines were built, more than 200 buying and selling stations had emerged along the railway lines (Onyewuenyi, 1981). One of the fastest growing centres was the coastal town of Port Harcourt which was chosen as a terminal node of the Eastern line in 1913 before it even existed as a town. Because of its deeper harbour and direct access to the hinterland, Port Harcourt had developed by the 1930s as the second largest port of the country, at the expense of previously established non-railway ports within the region (Due, 1979). Similarly, in the "Lagos" area, the railway did not begin in Lagos itself but in another town, Apapa, because Lagos is an island which would have made construction more expensive. We exploit these local idiosyncrasies to motivate one of the empirical strategies we use to estimate the impact of the railway.

3.2 Impact of Railway on Nigerian Economy

The development of transport infrastructures plays an important role in the economic development of a country and, therefore, the kilometre of railways existing in a country is often used as an index to assess the extent of its development. Transport is one of the main sectors that remain the cornerstone of every nation in achieving economic development and growth, as well as gaining political and economic independence (Chao *et al*., 2020).

The proper development of a rail network not only reduces the cost of transportation both in terms of money and time, but also helps in the integration of various regions within the country and better understanding of neighboring countries at the international level. According to Jaekel (1997), an efficient Nigeria Railway Cooperation (NRC) will act as an aid to the development of other sectors such as agriculture, mineral resources, tourism and manufacturing, through the effective transportation of people and goods throughout the country to and from the seaports, linking companies with the outside world.

3.3 Kano-Maradi Standard Gauge Railway Line

The Kano-Maradi standard gauge railway line spans about 387 km from Kano to Maradi and a branch line from Kano to Dutse. A breakdown shows that a 287km stretch of track will connect three states in Northern Nigeria; namely Kano, Jigawa, and Katsina –significant trade hubs and Niger Republic (Maradi). Another 93 km branch line will connect the capital of Jigawa's state (Dutse) to Kano. The rail line will have 12 stations: Dutse, Gaya, Wudil, Kano, Danbatta, Kazaure, Daura, Shargale, Mashi, Katsina, Jibia,

and Maradi in southern Niger Republic Olawale (2019). Consequently, the northern region of Nigeria and the Southern part of Republic of the Niger will benefit from an important connection to the Nigerian railway network which will extend to Apapa and Lekki deep sea port Lagos dataphyte (2021)..

Kano with an estimated population of 13.4 million, which is the 2nd highest population in the country. Jigawa has 4.3 million people and Katsina with estimated population of 6 million. It means that a total of 23.7 million Nigerians would benefit, directly or indirectly, from the project. Moreover, Kano stands as the oldest city in West African revered for its Trans-Saharan trade route and known as the "centre of commerce". As such, reviving trade therein through the establishment of the Kano-Maradi standard gauge railway line will not only be of value but will also have a direct impact on millions of Nigerians (Dataphyte 2021).

4.0 STUDY AREA AND METHODOLOGY

4.1 Study Area

The Kano-Maradi axis is one of the most intense West African trade corridors; the cross-border corridor from Kano in Northern Nigeria to Maradi in Southern Republic of the Niger passing through Katsina in the northern Nigeria) (Emmanuel and Ruth (2022). The Kano-Maradi initiative - as it is called - falls within the macro regional framework as requested by ECOWAS member States. The three towns make up one of the oldest trade corridors, open for centuries to the Gulf of Guinea, North Africa and the Middle East. As Nigeria's second largest city after Lagos, Kano covers an area 17km². The state of Kano, ranking 20th in the Nigerian federation in terms of land area, is the second most populated state with more than ten million inhabitants in 2006. Half-way between Maradi and Kano, Katsina is a state of about six million people which, when added to the population of Kano state, forms a populated area of almost 15 million. The Maradi–Jibia-Katsina route, which stretches as far as Kano, Zaria, and the Zinder–Matameye–Daura–Kazaure–Kano road are in turn interconnected by secondary roads and several link roads, leading to villages in northern Nigeria and the agricultural areas Ighodalo and Adeyemi-Faboye (2021). Thus, the road infrastructure favours the supply of food to urban centres, whilst the return journeys are used to bring manufactured goods to the most remote corners of Nigeria and Republic of the Niger (Purakayo and Soon, 2014).



Figure 1.0: Map of Nigeria showing the proposed project routes

Source: Adapted from the final Environmental and Social impact Assessment Report (2024)

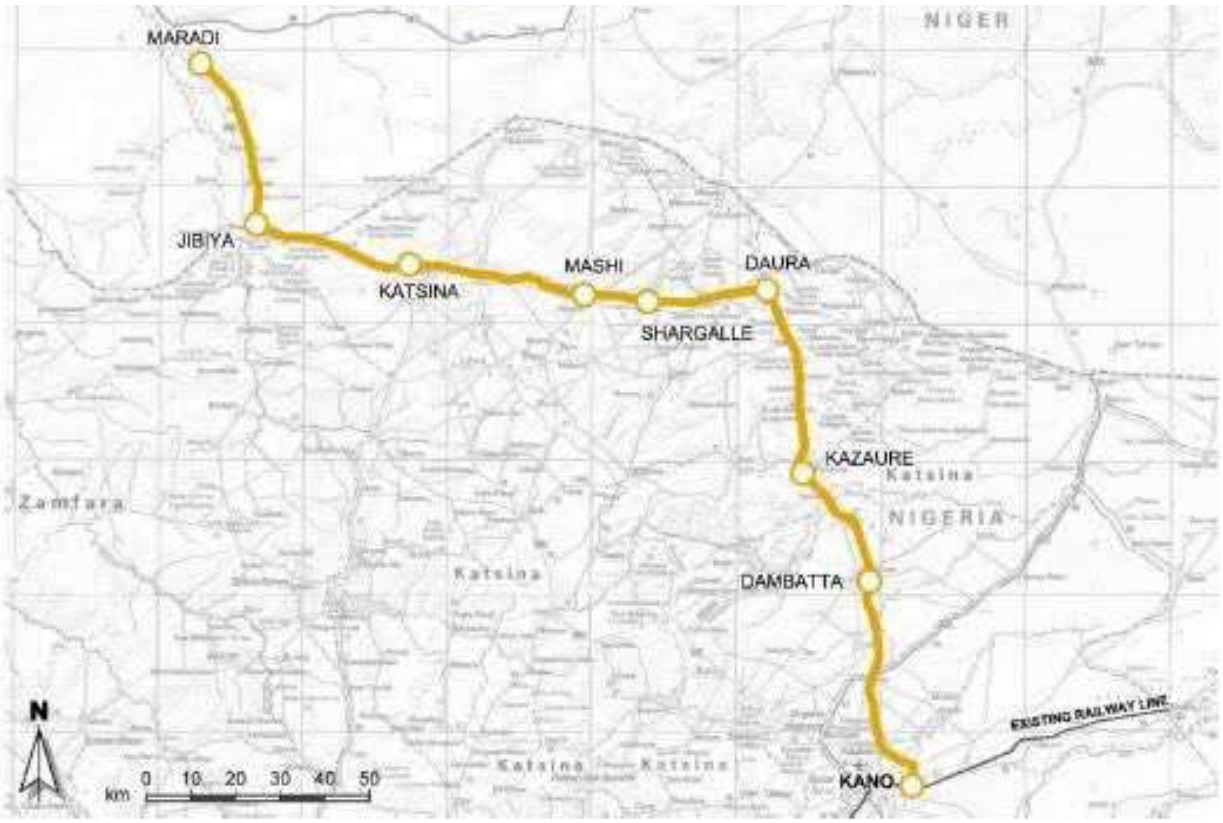


Figure 2.0: Map showing the routes of the Kano- Maradi rail line

Source: Mota-Engil Engenharia |E Construcao Africa (MEEA) (2025)

4.2 Study Methodology

A cross-sectional, descriptive study of strategic towns along the Kano-Maradi axis was carried out. The study population comprised of merchants in Dutse (Jigawa State), Kazaure (Jigawa State), Kano metropolis (Kano State), Wudil (Kano State), Daura (Katsina State) and Jibia (Katsina State) in Nigeria as well as Maradi in Republic of the Niger.

The sample size was determined according to Cochran (1977) formular for calculating sample size for an infinite population as shown in equation 1. This was used due to the fact that data for the actual population of the merchants in the study area was not accessible.

$$n = \frac{Z^2(1-p)p}{me^2} \quad \text{.....equation 1}$$

where:

$n = sample\ size$

$Z = given\ Z\ value\ (1.96)$

$P = percentage\ of\ population\ (0.5)$

$Me = Margin\ of\ error\ (0.05)$

$$n = \frac{1.96^2(1-0.5)0.5}{0.5^2}$$

$$n = 384.16$$

Therefore, 384 was the sample size for the study.

A multistage sampling technique was used to sample the communities of merchants in the selected towns. In essence, most of the merchants in the selected areas at the time of data collection were interviewed. A structured interviewer-administered questionnaire was used to obtain the data. The information obtained from the respondents/participants included the bio data as well as information on the economic activities in the axis, economic impact of freight transport in the axis, commerce, means and cost of transportation in the axis, rail preference and security. Responses to the questionnaire were inputted in a spreadsheet and analysed using Minitab statistical software for the purpose of generating frequency tables and charts where applicable.

5.0 RESULTS AND DISCUSSIONS

5.1 Results

Out of 384 questionnaires administered and 379 responses were collected, 324 were useful for further analysis thereby making a valid response rate of 84% which satisfies the required sample size for carrying out data analysis.

5.1.1 Demographic Characteristics of the Respondents

This section discusses the demographic characteristics of the respondents sampled during the field exercise. The analysis of the demographic characteristics of the respondents is imperative to the deciphering the makeup of the respondents with regards to the study.

Table 1: Demographic Characteristics of the Respondents

S/N	Variable	*n*	*%*
1.	**Gender**		
	Male	251	77.47
	Female	73	22.53
	Total	**324**	**100**
2.	**Age**		
	18 – 25	68	20.99

	26 – 35	54	16.67
	36 – 45	109	33.64
	46 – 60	81	25.00
	61 and above	12	3.70
	Total	**324**	**100**
3.		**Ethnicity**	
	Fulani	62	19.14
	Hausa	241	74.38
	Others	21	6.48
	Total	**324**	**100**
4.		**Location**	
	Maradi	67	20.68
	Jibia	34	10.49
	Daura	34	10.49
	Wudil	22	6.79
	Kano Municipal	100	30.86
	Kazaure	11	3.40
	Dutse	56	17.28
	Total	**324**	**100**

Source: Field Survey, 2022

According to table 1, it was observed that the study comprised two hundred and fifty-one (251) males which amounted to 77.47% of the respondents and seventy-three (73) females which amounted to 22.53% of the respondents. This is due to the fact that the target population are merchants which comprises less females. The study respondents mostly comprised of those in the age range of 36-45years (33.64%, n=109) followed by those in the age range of 46-60years (25%, n=81) and those in the age range of 18-25years (20.99%, n=68). The least age range of respondents was those within 61 years and above (3.70%, n=12) followed by those in the age range of 26-35years (16.67%, n=54). The age range of respondents involved in the study depicts the age range of merchants along Kano-Maradi axis. The ethnicity of the study respondents is made up mostly of Hausa (74.38%, n=241), followed by Fulani (19.14%, n=62) and other ethnic groups (6.48%, n=21) due to the fact that the study locations are Hausa dominated states. Majority

of the respondents are located in Kano Municipal (30.86%, n=100) and Maradi (20.68%, n=67) while the least number of respondents are located in Kazaure (3.40%, n=11) and Wudil (6.79%, n=22). The number of respondents based on the locations reveal the volume of merchants in the towns under consideration in the study along Kano-Maradi axis.

5.1.2 Economic Activities carried out in the locations

The economic activities that are carried out in the study locations are imperative to deciphering the nature and type of trade that would ensue along Kano-Maradi axis as well as the demand for transportation along Kano-Maradi axis.

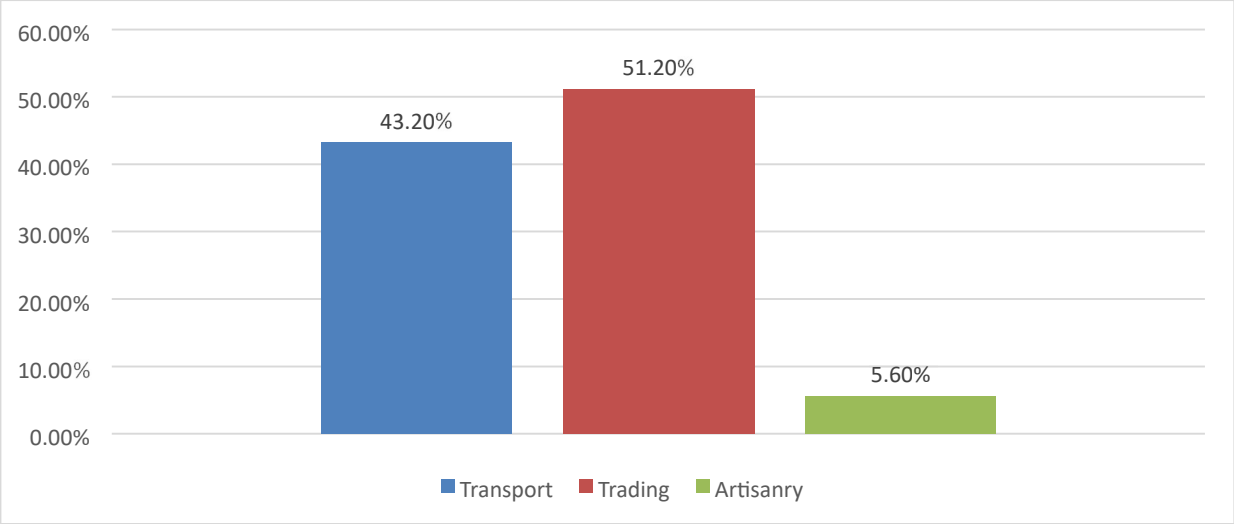


Figure 1: Economic Activities along Kano -Maradi Axis

Source: Field Survey, 2022

Due to the fact that the towns along Kano-Maradi axis are border towns, the major economic activities along Kano-Maradi axis are trading (51.2%, n=166) and transportation (43.2%, n=140) while the least economic activity is artisanry (5.6%, n=18). Other economic activities along Kano Maradi axis are negligible and as such, were not captured in the study.

5.1.3 Economic Impact of Freight Transportation in the study locations

The towns along Kano-Maradi axis are border towns and are bound to be access points for freight transport and as such the study examined the economic impact of freight transportation in Kano-Maradi axis.

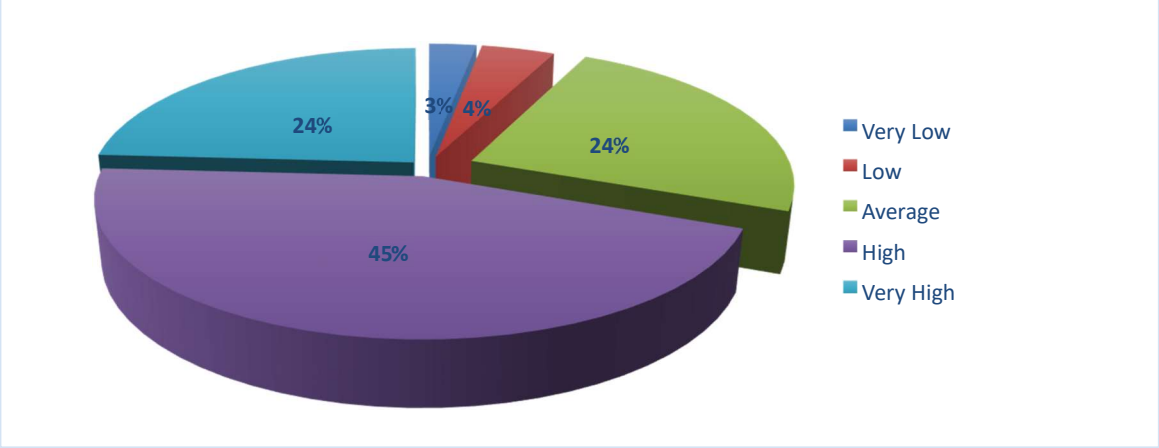


Figure 2: Economic Impact of Freight Transportation in Kano-Maradi Axis

Source: Field Survey, 2022

The study revealed that the economic impact of freight transportation along Kano-Maradi axis is high as depicted by majority (45%, n=146) of the respondents followed by respondents who indicated that the economic impact is very high (24%, n=78) and those that indicated that the economic impact is average (24%, n=77). 14 (4%) respondents indicated that the economic impact of freight transportation along Kano-Maradi axis is low while 9 (3%) respondents indicated that it is very low. The results reveal that freight transportation impacts majority of the merchants as goods move and money is exchanged and as such, this phenomenon is not misplaced as the towns along Kano-Maradi axis are border towns.

5.1.4 Commercial activities in the study location

Trade of several commodities is predominant in Kano-Maradi axis. Since the study locations in this axis are border towns, several commodities are exported and imported in Kano Maradi axis. Figure 3 presents data on commodities that are imported into Nigeria from Niger Republic while Figure 4 presents data on commodities that are exported from Nigeria to Niger Republic.

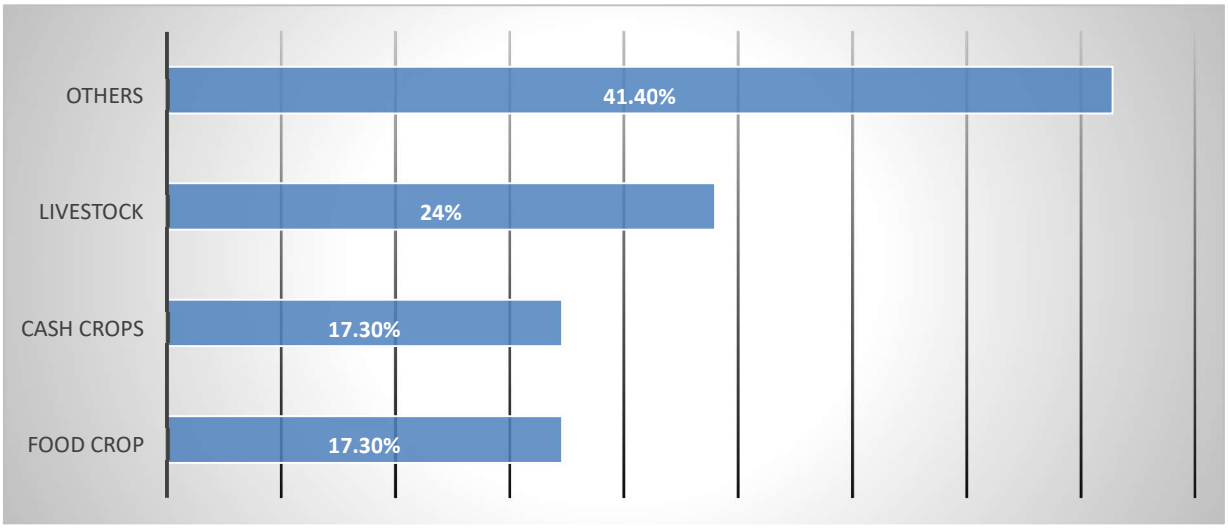


Figure 3: Commodities imported into Nigeria along the Kano-Maradi routes

Source: Field Survey, 2022

According to figure 3, the study revealed that other commodities (41.40%, n=134) were the most imported commodities. The demand for these commodities in Nigeria spurs the importation of the commodities. Livestock (24%, n=78), cash crops (17.30%, n=56) and food crops (17.30%, n=56) were also imported into Nigeria along Kano-Maradi axis to supplement the existing stock in Nigeria.

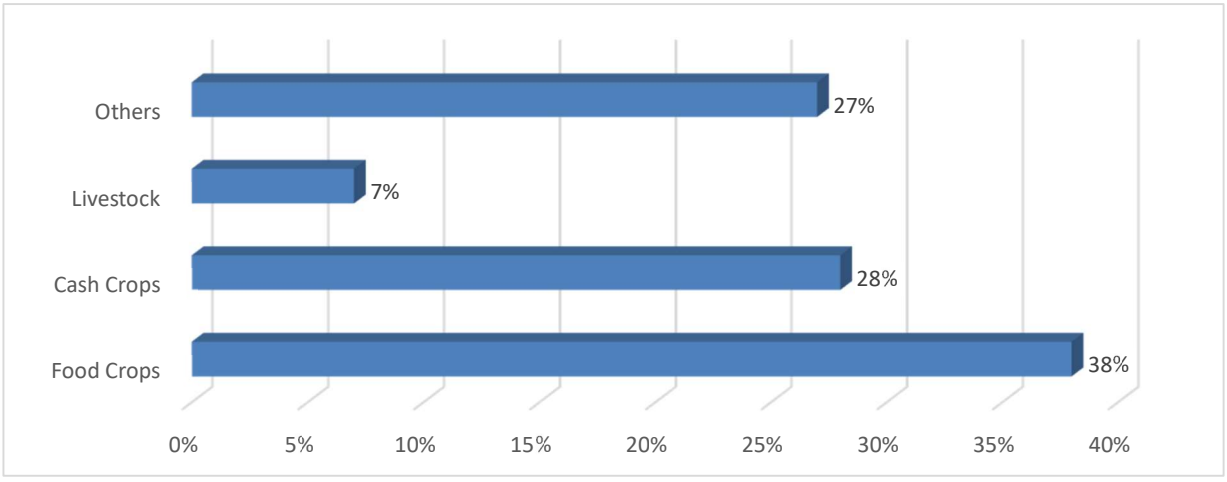


Figure 4: Commodities exported from Nigeria to Niger Republic via the Kano-Maradi routes

Source: Field Survey, 2022

Figure 4 reveals that food crops (38%, n=123) constituted the highest volume of export commodities along Kano-Maradi axis followed by cash crops (28%, n=90) and other commodities (27%, n=88) while livestock (7%, n=23) was the least exported commodity along Kano-Maradi axis. It can be deduced from figure 4 that Nigeria is a major exporter of food crop to Niger while in turn Niger Republic is a major exporter of livestock to Nigeria.

5.1.5 Means mostly used and Cost of freight Transportation within the Kano- Maradi corridor

This section of the study deals with the various means by which freight transportation is made possible in the towns considered in this study along Kano-Maradi axis as well as the cost incurred by the merchants in freight transportation in the towns considered in this study along Kano-Maradi axis.

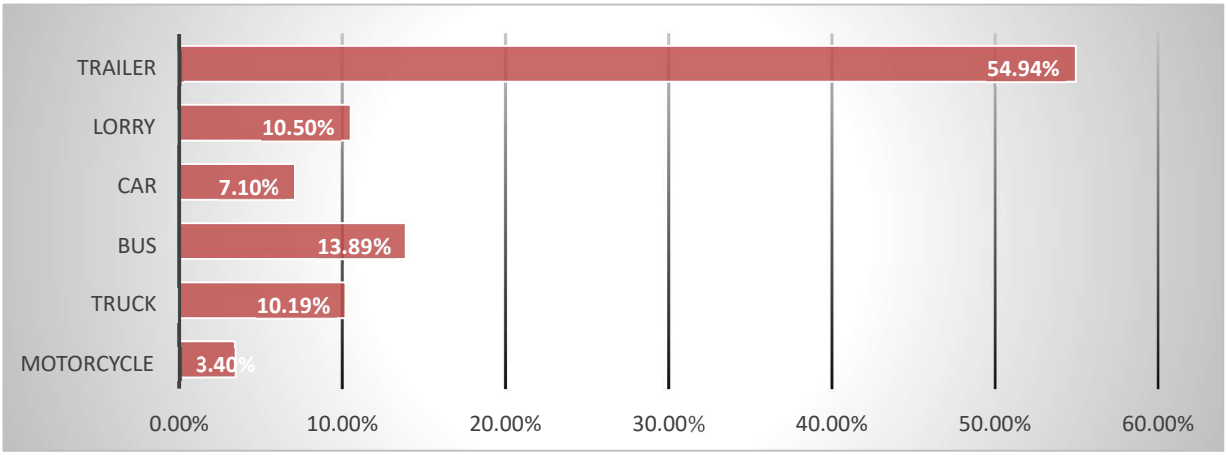


Figure 5: Means of Freight Transportation mostly used along Kano-Maradi corridor

Source: Field Survey, 2022

According to figure 5, trailer (54.94%, n=178) is the most frequent means of freight transportation along Kano-Maradi axis followed by bus (13.89%, n=45) while the least frequent means of freight transportation along Kano-Maradi axis is motorcycle (3.40%, n=11) and cars (7.10%, n=23). These figures reveal that trailers are predominant as a means of freight transportation in the towns under consideration along Kano-Maradi axis because trailers can convey large volumes of freight while buses are easily assessible. Meanwhile, due to the inability of

motorcycles and cars to convey large freight volumes, they are rarely utilized for freight transportation along Kano-Maradi axis. It is clear that railway mode would be viable, cost-effective alternative to all the means of transportation currently being used in the study area.

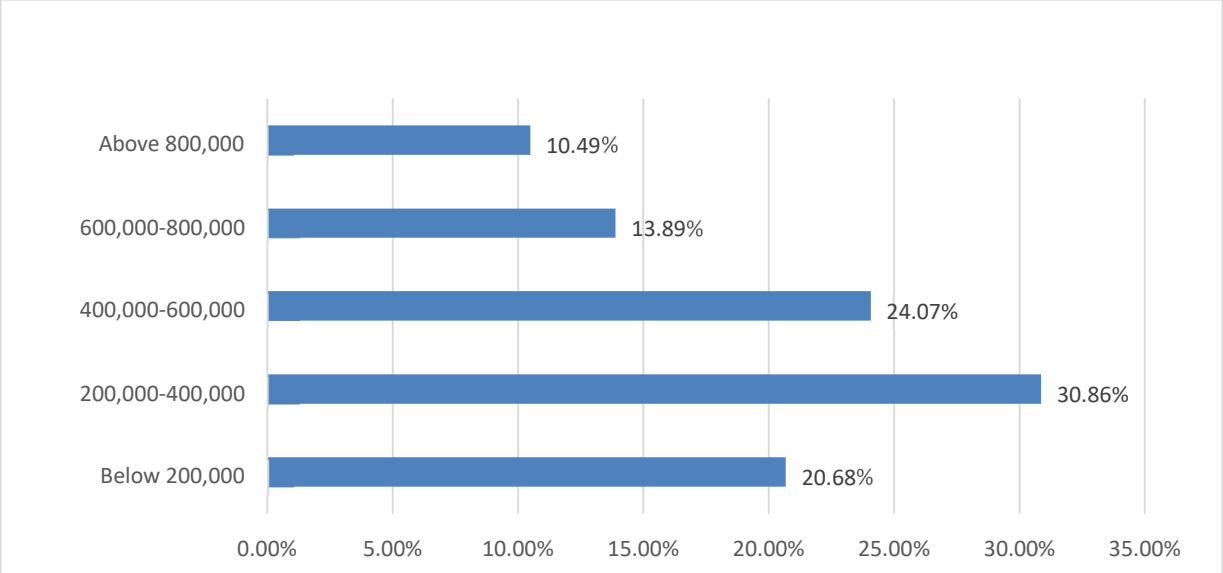


Figure 6: Cost of Freight Transportation per trip along Kano- Maradi axis

Source: Field Survey, 2022

Figure 6 depicts the cost of freight transportation along Kano-Maradis axis. It was revealed that majority of the merchants spend between ₦200,000 to ₦400,000 (30.86%, n=100) on freight transportation followed by merchants who spent between ₦400,000 to ₦600,000 (24.07%, n=78). 34 (10.49%) respondents spent more than ₦800,000 on freight transportation followed by 45 (13.89%) respondents who spent between ₦600,000 to ₦800,000 on freight transportation. 67 (20.68%) respondents spent less than ₦200,000 on freight transportation. These figures are representative of the volume of freight transported as well as the cost of transportation which is high due to fuel scarcity which culminates in the high cost of fuel along Kano-Maradi axis.

5.1.6 Rail Preference as attested to by the respondents

Considering the cost of transportation and the freight volume generated along Kano-Maradi axis, the study assessed the likelihood of the merchants to opt for rail transportation when it becomes functional.

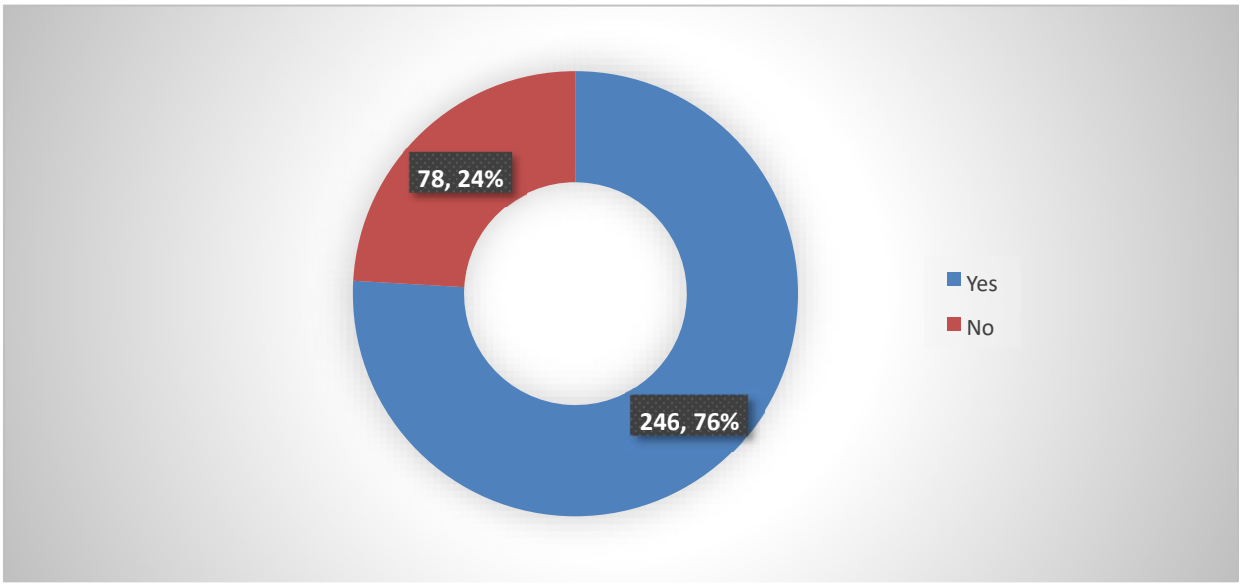


Figure 7: Rail Preference of Merchants along Kano -Maradi Axis

Source: Field Survey, 2022

According to figure 7 which depicts the rail preference of merchants along Kano-Maradi axis, majority (76%, n=246) of the respondents indicated that they prefer rail for freight transportation while the rest (24%, n=78) indicated that they prefer other means of conveying freight over rail. As earlier stated, rail conveys large volumes of freight and is less expensive compared to other means of conveying freight but is limited to areas where the rail track passes through and as such will not preferred by some merchants. Also, rail transportation does not support door to door service.

5.1.7 Security situation along Kano- Maradi axis

Security directly and indirectly affects transportation as well as economic activities because if security is not guaranteed, people are afraid to travel or do business. Insecurity will not allow for development such as the laying of rail tracks which is instrumental to rail transportation.

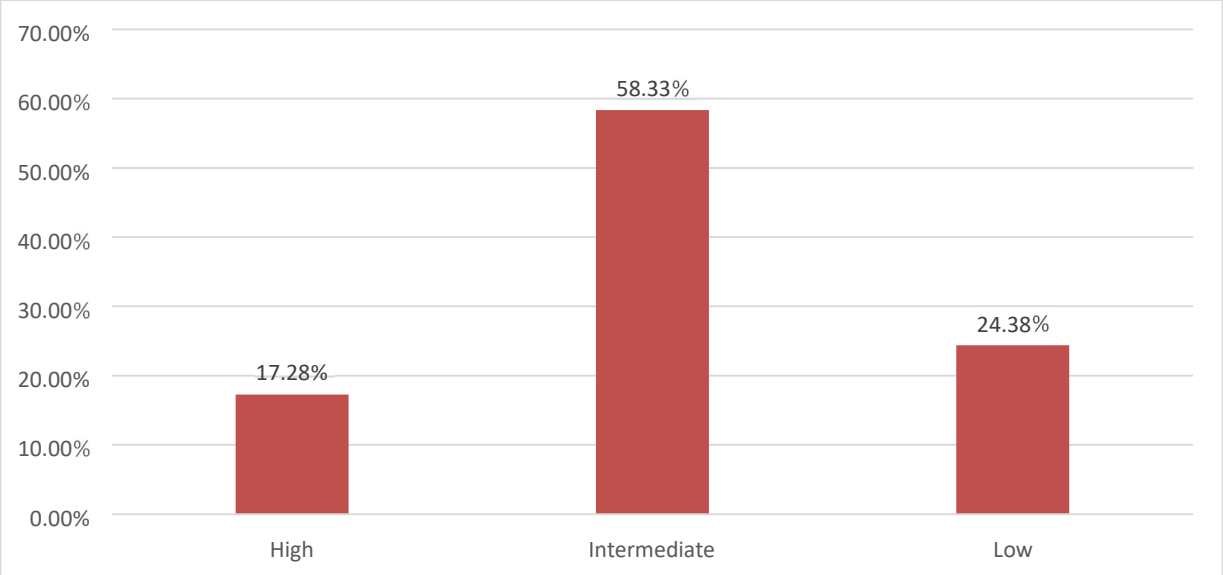


Figure 8: Security Level along Kano -Maradi Axis

Source: Field Survey, 2022

Figure 8 depicts the security level along Kano-Maradi axis. 58.33% (n=189) of the respondents were of the opinion that the security level along Kano-Maradi axis is intermediate which means that it is neither high or low. 24.38% (n=79) of the respondents were of the opinion that it is low while 17.28% (n=56) of the respondents were of the opinion that it is high. These figures are representative of the haphazard nature of security in Kano-Maradi axis. According to the respondents, sometimes they experience peace and sometimes the security situation is tumultuous. Freight on road mode of transportation has a higher propensity to be attacked than the railways, this is due to the fact that it takes less strategy to master mind an attack on road transportation. Hence, security of merchant and their goods on transit may be considered as another yard stick for the choice of the railways over the road in the study area.

5.2 CONCLUSION AND RECOMMENDATIONS

The relationship between transportation infrastructure and economic development has been the focus of increasing analysis, discussion and interest during the past decade (Kayode *et al*., 2013). Subsequently, transportation infrastructure like the Kano-Maradi standard gauge railway line is expected to attract economic activities in the Kano-Maradi axis apart from trading, transportation and artisans, other businesses like banking and real estate will be enhanced in the axis.

According to Rokicki and Stępniak (2018), transportation means affect regional productivity by connecting different regions to each other and allowing the exchange of goods and services to occur among them. Additionally, they are considered a key component in business efficiency in the level and ease of access they provide to customers, markets, materials and workers. The economic impact of freight transportation in Kano-Maradi axis is high (45%, n=146) but with the emergence of the Kano-Maradi standard gauge railway line, it is expected to be very much higher based on the fact that trains can convey large volume of freight at less cost.

The Kano-Maradi standard gauge railway line project, when completed, would serve for import and export of goods to and from Niger Republic and other countries in the sub-region. Trade between Nigeria will further be enhanced as soon as the standard gauge railway is linked with the Nigerian port thereby providing a route for imported goods from Nigeria coastal area at Lagos to reach the Land lock country of Niger Republic. Nigeria will therefore earn revenue through expansion of trade and commerce, while the people of Niger Republic will benefit from the ease of transportation and logistics and affordability of their import and export business (Abrego *et al*., 2020).

According to Olufemi (2021), information gleaned from a two-decade review showed that 868 trader along Kano-Maradi axis were killed by Boko-Haram terrorist group. The escalation of terrorist's activities along this axis is major security concern which can hinder the expected benefit of this laudable project. This study revealed that the security level in Kano-Maradi axis is intermediate (58.33%, n=189), There is need for improved security for the project to be completed as scheduled. However, Olufemi (2021), is optimistic that the government will address the issue of insecurity along Kano-Maradi standard gauge railway line.

Ambitious new railway projects undoubtedly carry benefits: the completed Abuja-Kaduna line is a small demonstration of the employment and commercial opportunities that railway infrastructure can bring. The Kano-Maradi standard gauge railway line project brings connectivity advantages, benefiting local industries and potentially attracting greater investment. This can encourage greater industrial agglomeration along Nigeria's main corridors and coastline, which in turn can help catalyse structural transformation and economic development, as well as boost local employment. Based on the outcome of this study it is therefore recommended that: The federal government should not be deterred by the cost of construction of the Kano- Maradi rail line as the long-term

economic benefits that will accrue from the project outweighs the cost of putting the rail in place. The major movements between Kano-Maradi are trade inclined, therefore, it is recommended that government should ensure provision of good wagons and freight operations along the routes when completed. Lastly, to further foster trade between Nigeria and Niger republic, the route should be extended to link the ports in Lekki and Apapa.

REFERENCES

Abdoul, M. and Trémolieres, M. (2017). Cross-Border Cooperation between Niger and Nigeria: The Case of the Maradi Micro Region. In Fredrik, Söderbaum and Ian, Taylor (eds.) *Micro Regionalism in West Africa: Evidence from two Case Studies*. *Uppsala: Nordiska Afrikaninstitut*.

Abrego, M. L., Zamarocxy, M. M., Gursoy, T., Nicholls, G. P., Perez-Saiz, H. and Rosas, J. N. (2020). The African Continental Free Trade Area: Potential Economic Impact and Challenges. *International Monetary Fund*.

Basher, S. I. (2018). Cross Border Trade in West Africa: An Assessment of Nigeria and Niger Republic.

Chao, W., Ming, K. L., Xinyi, Z., Longfeng, Z. and Paul, T. L. (2020). Railway and Road Infrastructure in the Belt and Road Initiative Countries: Estimating the Impact of Transport Infrastructure on Economic Growth. Transportation Research Part A: Policy and Practice, Volume 134, 2020, Pages 288-307, ISSN 0965-8564.

Due, J. F. (1979). The Problems of Rail Transport in Tropical Africa. *The Journal of Developing Areas* 13 (4), 375–393.

Dataphyte (2021), Kano-maradi line: whats shaping Nigerian infrastructure choice, politics or economics? 2021 dataphyte founditions

Emmanuel. O E. and Ruth, O. N (2022). Nigeria-China Relations and Infrastructural Development in Nigeria. Department of Political Science, University of Nigeria, Nsukka, Enugu State Journal of Political Economy: Volume 12, number 2, 246-275 (2022)

Gaiya, A. (2021). The Political Economy of the West African Reversal of Fortune: Towards a Coastal-Hinterland Compact. History of Development Assistance and International Development.

Jaekel, F. (1997). The History of the Nigerian Railway: Network and Infrastructures, Vol. 2, Spectrum Books, 1997.

Kayode, O., Babatunde, O. and Abiodun, F. (2013). An Empirical Analysis of Transport Infrastructure Investment and Economic Growth in Nigeria. *Social Sciences*, *2*(6), 179188.

Mohammed. A. (2010). The expexted role of railways in the development of Saudi arabia. Urban transport 2010. Volume 111. DOI 10.2495/UT100151

Nwanze, E. (2018), "*Conceptualization of the Nigerian Transport Problems and the need for an Integrated National Transport System*", A Paper Presented During the Conference on

Revitalization of Railway Transport in Nigeria at the Centre for Transport Studies, Olabisi Onabanjo University, Ago Iwoye, August, 2018

Olufemi, J. (2021). Kano-Maradi Line: What's Shaping Nigeria's Infrastructural Choice, Politics or Economics? Dataphyte Economic Column, The Interactive Initiative for Social Impact, 2021.

Onyewuenyi, R. N. (1981). Railway Development and the Growth of Export Agriculture in Nigeria During the 1900-1950 Period, University of Ottawa (Canada), 1981.

Oraegbune, O. M. and Ugwu, O. O. (2020). Delivering Sustainable Transport Infrastructure Projects (Railway) in Nigeria: Frameworks, Indicators, Method and Tools. *Nigerian Journal of Technology (NIJOTECH)*. Vol. 39, No. 3, July 2020, pp. 665 – 679.

Olawale. R. (2019) Kano -Maradi Railway: Buhari's new Corridor Linking Sahelo-Sahara with Nigerian Coast

Succession Planning and the Performance of Small Family Businesses in Kwara State

Olusegun, D. O. (2022) Succession Planning and the Performance of Small Family Businesses in Kwara State. 2022. 31295189.

Okeye et al (2017). On the Dispensability of New Transportation Technologies: Evidence from the Heterogeneous Impact of Railroads in Nigeria ry 2017 Online at https://mpra.ub.uni-muenchen.de/77293/ MPRA Paper No. 77293,

Purakayo, G. S. and Soon, Y. (2014). Road Infrastructure and Border Trade in North East GeoPolitical Zone in Nigeria.

Journal of Economics and Sustainable Development.Vol.5.

No.13, pp145-155.

Rokicki, B. and Stępniak, M. (2018). Major Transport Infrastructure Investment and Regional Economic Development – An Accessibility-Based Approach. *Journal of Transport Geography*, *72*, 36-49.

SWAC (2019). Cross Border Cooperation Pilot Operation in the Kano-Katsina-Maradi Area. Sahel and West Africa Club Document, 2019.

Yeser, M. (1990). *Transport and Development in the Yemen Arab Republic*. Ph.D Thesis, University of Wales, 1990.

Ighodalo, A. & Ayodele , A.(2021) . Financing rail infrastructure in Nigeria – future outlook. Expert Guides. https://www.expertguides.com/articles/financing-rail infrastructure