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Exploring the Role of Niger Delta Development Commission (NDDC) to Infrastructural Development in South-South, Nigeria

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Abstract

The study explored the contributions of Niger Delta Development Commission (NDDC) to infrastructural development in South-South, Nigeria. One research question and one hypothesis were formulated for the study. The sequential explanatory mixed method (Quantitative and Qualitative) design was adopted for this study. The population of this study comprised 10,123 respondents (3,356 youth associations' executives; 6,310 registered Community Development (CD) associations/committee executives; and 457 NDDC staff) in South-South, Nigeria. The sample for this study was 478 respondents comprising Youth Associations' Executives, Registered CD Associations/Committee Executives and NDDC staff in the region. The instrument for data collection was self-questionnaire titled; "Infrastructural Development Questionnaire (IDQ). Three experts validated the instruments, two from the Department of Adult Education and Extra-Mural Studies and one from the Department of Science Education (Measurement and Evaluation Unit), all in the Faculty of Education, University of Nigeria, Nsukka. A reliability coefficient of 0.78 was established as a measure of internal consistency using Cronbach Alpha statistic. Data collected were analyzed using mean and standard deviation in testing research question while ANOVA was used in testing hypothesis at 0.05 level of significance. The findings from the study revealed among others that NDDC has contributed to infrastructural development to a low extent in South-South, Nigeria. The study also recommended among others that NDDC should establish and construct more infrastructural facilities such as provision of good roads, potable water and electricity in South-South, Nigeria.

Keywords: *NDDC, Infrastructural Development, perception by youth association*

Introduction

The Niger Delta is the delta of the Niger River located along the Gulf of Guinea on the Atlantic Ocean in Nigeria. It typically covers all the nine coastal States in Southern Nigeria, this includes the six states in South-South geopolitical zone, Ondo State from the South-West, Abia

and Imo States from the South-East, Nigeria (Akin-Fakorede, Ironbar, Inaku, Ekpo, Umoh, Nakanda, Olofu, Bessong, Bessong, Ojong, Odey, Odok, Arop, Odey, Eturky & Akomaye, 2025). Since the discovery of oil in the Niger Delta region, activities of oil companies in the area have become a threat to the well-being of the people. Decades of oil exploration have had severe environmental and social impacts, including widespread pollution, deforestation, and the destruction of marine life. Oil spills, gas flaring, and unchecked industrial activities have destroyed the livelihoods of communities that depend on agriculture and fishing, clearly sinking more into poverty. Infrastructure development has lagged the economic importance of the region, with poor road networks, unreliable electricity, among others severely limiting economic opportunities and the quality of life for the inhabitants of the area (Abdullahi, 2023).

In recognition of these developmental challenges, the “Niger Delta Development Commission (NDDC) was established in 2000 as a Federal Government Agency tasked with addressing the region’s infrastructural and developmental needs. The Commission vested with function and power to: formulate policies and guidelines for the development of the Niger- Delta, area; conceive, plan and implement, in accordance with set rules and regulations, projects and programmes for the sustainable development of the Niger-Delta area in the field of transportation including roads, jetties and waterways (Oroka, Bessong, Bessong, Ewuru, & Olori, 2024). More so, health, education, employment, industrialization, agriculture and fisheries, housing and urban development are functions of the commission. NDDC is also charged with water supply, electricity and telecommunications, prepare master plans and schemes designed to promote the physical development of the Niger-Delta area among others (Bessong, Bessong & Usua, 2025). The NDDC is basically an initiative aimed at tackling the developmental setbacks faced by the region. The NDDC development programmes have a master plan for implementation process rooted in infrastructural development.

However, the performance of the NDDC in achieving its set objectives remains a recurrent debate. While the Commission has undertaken numerous projects in the Niger Delta, including in Cross River and Akwa Ibom, the results have often been mixed, with many projects suffering from

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delays, poor execution, and allegations of corruption. One of the most critical infrastructure issues in the Niger Delta is the state of its road network. Roads are vital to any region's economic growth and development. Much like the human blood circulatory system, they facilitate the movement and circulation of goods, services, and people (Akpan & Morimoto, 2022). Furthermore, a well-developed road network connects rural areas to urban centres, including national and international markets, stimulates economic activities, creates employment opportunities, and improves access to essential services such as healthcare and education. Unfortunately, the road network in Cross River and Akwa Ibom remains inadequate. Many roads are in poor shape, with potholes, uneven surfaces, and in some cases, total collapse, making travel dangerous and costly. This "has had a profound impact on the region's economic potential, limiting the ability of local businesses to compete and reducing access to markets and essential services for its residents due to inadequate infrastructural development" (Ebelechukwu, Victor, Sunday, John, & Wisdom, 2024).

The concept of infrastructural development has been explored by some researchers. For instance, Ibok, Ogar, Akpa, Olofu, Obeten, Ewa, Obeten, Unamba, Edeh, Patrick, Bessong, Bessong, Obi, Omini, and Anam, (2025) viewed infrastructural development as the positive changes in the state of basic physical facilities such as roads, electricity, pipe-borne water, telecommunication, housing and industries among others for the wellbeing of the people. Infrastructural development is also referred to the provision of basic facilities such as the construction of roads and highways, availability of transportation, bridges, and ports and telecommunication systems among others. These basic facilities are considered essential to the progress and development of any nation. Thus, lack of such facilities is an indication that a community or nation is yet to witness development (Bessong, Bessong & Oboqua, 2018).

Infrastructural development has been a subject of major interest because of its implications for decision makers' preference in identifying territorial imbalances in defining pressure points and developing recommendations for national, urban and regional authorities and business communities (Stepanova & Shulepov, 2024). Infrastructural development has the potential to also provide additional and alternative livelihood in poor areas and thus contribute towards developing

more inclusive and equitable socio-economic development. This is to say that one of the key elements of livelihood is provision of infrastructural development. The need then arises to take a more focused approach towards the infrastructural facilities which is a major barrier towards harnessing the full potential of any developing place. One might argue that the development of infrastructural components is germane for regional growth and sustainability. In support, Asif (2020) suggests that policy makers should focus on infrastructural development to enhancing movement of not only goods and services but also people. This paper stresses that scholars should use specific data, such as hotels, restaurants and modes of transportation which will be more helpful in guiding infrastructural development policies in developing countries.

Infrastructural development is used to explain the basic systems of a country in the areas of roads, electricity, communication, water and telecommunication (Oboqua, Bessong, & Bessong, 2017); Chappelow, 2019). Infrastructural development is also considered as the construction and improvement of basic services such as roads for transportation, electricity, drainages, culverts/bridges among others for the purpose of promoting economic growth and improvement of quality of life of people. In this case, one may be made to understand that without good roads, electricity and adequate supply of water among other basic needs of man, development is yet to take place. Infrastructures such as electricity, water, roads for transportation and communication technologies promote economic growth and help to alleviate poverty and improve living conditions in developing countries (Anyadike, Ogiri, Agbo, Bessong, Bessong, Godwin, Nkmjike, Onyinye, Onyeodiri, Okengwu, Nwabuko, Otu, Victoria-Aigbodion & Ndile 2024). Accordingly, such facilities need to be constantly upgraded.

It includes projects such as roads, electricity, water, transportation and communication media among others. To Bessong, Bessong, and Oboqua, (2024), it is more lucrative and profitable when there are passable road networks. The number of awarded projects since its inception to date equals 8,557 at over N2.5 trillion (Two trillion, five hundred billion naira) only (Bessong, Bessong, & Oboqua, 2023). Out of the total number of projects awarded, over 3,424 are completed. This number represents 40 percent of the total number of awarded projects. Of the total number of

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infrastructure projects awarded, about 250 are regarded as mega-projects with estimated cost ranging from N500m – N24bn (NDDC, 2016).

The infrastructural development projects which include roads/bridges, jetty/shores, electricity, water/power, are part of the mandate of the Commission (Akpama, Bessong & Bessong 2017). The authors also stated that NDDC has also reconstructed three roads which include Uloho avenue road in Ughelli, North road in Tebu-Gbokoda in Olero Creek community and Udo-Ajamita road, all in Delta State. Others include a rigid-pavement road constructed in Akenfa, Yenagoa; Ogbia-Nembe Road as well as roads in Sagbama, Ekeremor, Obia and Southern Ijaw LGA, all in Bayelsa State. Another completed road project by NDDC is the inter-state road connecting ten communities across Nsagak junction, and Ibeno Bridge in Akwa-Ibom state (Ibiang, Tawo & Bessong 2014). The NDDC has also constructed three new roads in Calabar South LGA, two roads, classroom blocks, electrification and Solar power supply in Abi, Odukpani and Etung LGAs. In Edo State, the NDDC has constructed Ambrose Ali internal roads phase 1 and 2 and Afasho secondary school road among others (Ibok et al. 2025).

The NDDC has constructed many roads in the South-South region of Nigeria. The roads contribute immensely to community development of the area. The improvement on the road network in South-South State has really made movements of goods and services easier and faster (Oboqua, Bessong, & Bessong, 2018). Apart from roads, electricity also plays a vital role in the socioeconomic life of a people. Thus, infrastructural development seems to be an important index for judging the success or failure of any government administration (Olofu, Bessong & Usua, 2024).

Unfortunately, according to Cross River Watch (2024), “the dire state of the Calabar-Itu road underscores the urgent need for improved infrastructure in the Niger Delta and other regions across the country. As the government struggles with road maintenance, residents are left to navigate dangerous conditions, longing for a safer and more reliable transportation network”. This Day (2024) reported that “Petroleum tanker and lorry drivers in Cross River have expressed grave concern over the worsening condition of the Federal Roads in the state”. In addition, “they cited

the multiple dilapidations on the Calabar-Itu, Calabar-Biase, and Ekpugrinya-Ogoja Federal Highways to buttress their worries”. Some of the drivers said in an interview with the News Agency of Nigeria (NAN) in Calabar and reported that “most portions of the roads had been rendered impassable by deep potholes”. They added that “plying them now posed a danger to the road users and their vehicles”. Some of the pictures below explain the critical and deplorable state of the Calabar Itu road, which is a major economic route of the two states. The question then is; to what extent has NDDC contributed to infrastructural development in South-South, Nigeria?

Purpose of the Study

1. The main purpose of this study is to determine the extent to which Niger Delta Development Commission (NDDC) has contributed to infrastructural development as perceived by registered youth associations’ executives, CD associations/committee executives and NDDC staff in South-South, Nigeria.

Research Question

One research question guided the study.

- To what extent has NDDC contributed to infrastructural development as perceived by registered youth associations’ executives, CD associations/committee executives and NDDC staff in South-South, Nigeria?

Hypothesis

The null hypothesis was formulated to guide the study, and this was tested at 0.05 level of significance.

H₀₁: There is no significant difference in the mean ratings of registered youth associations’ executives, CD associations/committee executives and NDDC staff on extent NDDC has contributed to infrastructural development in South-South, Nigeria.

Research Design and Methods

The sequential explanatory mixed method (Quantitative and Qualitative) design was adopted for this study. The population of this study comprised 10,123 respondents (3,356 youth associations executives; 6,310 registered Community Development (CD) associations/committee

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executives; and 457 NDDC staff) in South-South, Nigeria. The sample for this study was 478 respondents which comprised 129 Youth Associations' Executives; 133 Registered CD Associations/Committee Executives; and 222 NDDC staff across the four selected States in South-South Nigeria (Akwa Ibom, Cross River, Delta and Rivers).

The multi-stage sampling procedure was used for this study. Simple random sampling technique was used to draw four states from the study area. Proportionate stratified random sampling technique was used to draw 3 Local Government Areas (LGAs) from each of the four selected sampled States. Cluster sampling technique was used to draw from each LGA, making a total of six associations/committee (3 youth associations and 3 community development associations/committees) from each State and overall total of 24 associations/committees from the four states sampled. Consequently, all the executives of the 24 youth and community development associations/committee were sampled (129 youth associations' executives and 133 CD associations/committee executives) formed part of the sample for the study. Proportionate sampling was used to draw 72% of the population of NDDC staff in each of the four States sampled thereby giving a sample size of 484 respondents.

For the Focus Group Discussion Schedule (FGDS), six respondents in each state (3 Youth Associations' executives and 3 Community Development Associations/Committee executives) giving a total of 24 respondents in the 4 selected states were purposively sampled; (Akwa Ibom, Cross River, Delta and River State). A self-developed questionnaire was the instrument for data collection titled; "Infrastructural Development Questionnaire (IDQ). The IDQ consisted of two sections, A and B. Section A elicited responses on the demographic data of the respondents while B consisted of fifteen (15) items on research questions. The instruments were validated by three experts, two from the Department of Adult Education and Extra-mural Studies and one from the Department of Science Education (Measurement and Evaluation Unit), all in the Faculty of Education, University of Nigeria, Nsukka. A reliability coefficient of 0.78 was established as measure of internal consistency using Crombach Alpha procedure. The instruments were personally administered by the researchers with three research assistants trained for the purpose.

The data collected were analyzed using mean, standard deviation and descriptive statistics to test the null hypotheses at 0.05 level of significance.

Results and Discussion

Research Question One: To what extent has NDDC contributed to infrastructural development as perceived by registered youth associations’ executives, CD associations/committee executives and NDDC staff in South-South, Nigeria?

Table 1: Mean and standard deviation of extent NDDC’ contribution to infrastructural development by registered youth associations’ executives, CD associations/committee executives and NDDC staff in South-South, Nigeria (N=478)

| S/N | Item Statements | Youth Association Executives (n=129) | | Community Development Association/Committee Executives (n=133) | | NDDC Staff (n=216) | | Overall (N=478) | | |
|-----|-----------------------------------------------------------------------------------------------------|--------------------------------------|-------------|----------------------------------------------------------------|-------------|--------------------|-------------|-----------------|-------------|-----------|
| | | \bar{X} | SD | \bar{X} | SD | \bar{X} | SD | \bar{X} | SD | D |
| 1 | Construction of new roads regularly | 2.40 | 0.98 | 2.59 | 0.93 | 2.88 | 0.75 | 2.62 | 0.89 | HE |
| 2 | Construction of road drainages to control erosions affecting roads across communities in the states | 2.33 | 0.92 | 2.57 | 0.96 | 2.98 | 0.86 | 2.63 | 0.94 | HE |
| 3 | Construction of rural-urban linking roads | 2.42 | 1.05 | 2.39 | 1.04 | 2.49 | 0.94 | 2.44 | 1.00 | LE |
| 4 | Engaging in maintenance of roads | 2.36 | 1.03 | 2.59 | 0.97 | 2.87 | 0.95 | 2.61 | 1.00 | HE |
| 5 | Construction of culverts/bridges to link rural roads across the states for easy transportation. | 2.08 | 0.93 | 2.29 | 0.93 | 2.89 | 0.87 | 2.42 | 0.97 | LE |
| 6 | Providing safe drinking water | 2.07 | 0.83 | 2.19 | 1.01 | 2.60 | 0.82 | 2.34 | 0.91 | LE |
| 7 | Construction of pipe borne water | 2.16 | 0.86 | 1.88 | 0.96 | 2.24 | 0.93 | 2.12 | 0.93 | LE |
| 8 | Construction of bore-holes | 2.02 | 0.96 | 1.89 | 0.87 | 2.35 | 0.95 | 2.13 | 0.95 | LE |
| 9 | Monitoring of sources of water against contamination/ water-borne diseases | 2.05 | 0.83 | 1.67 | 0.83 | 2.52 | 0.88 | 2.16 | 0.92 | LE |
| 10 | Regular maintenance of sources of water | 1.88 | 0.87 | 1.65 | 0.73 | 2.56 | 0.92 | 2.13 | 0.95 | LE |
| 11 | Providing electricity in the communities | 1.97 | 0.79 | 1.71 | 0.74 | 2.60 | 0.92 | 2.18 | 0.92 | LE |
| 12 | Maintaining electrical installations to ensure regular power supply | 1.95 | 0.82 | 1.77 | 0.74 | 2.60 | 0.92 | 2.19 | 0.93 | LE |
| 13 | Providing adequate security on electrical installation | 1.87 | 0.70 | 1.78 | 0.65 | 2.45 | 0.89 | 2.11 | 0.84 | LE |
| 14 | Replacement of vandalized electrical installations | 1.95 | 0.81 | 1.65 | 0.73 | 2.56 | 0.92 | 2.14 | 0.93 | LE |
| 15 | Providing electrical transformers to the communities | 1.84 | 0.75 | 1.56 | 0.60 | 2.60 | 0.90 | 2.10 | 0.91 | LE |
| | Grand mean | 2.08 | 0.18 | 2.01 | 0.17 | 2.61 | 0.33 | 2.30 | 0.38 | LE |

Key: \bar{X} = Mean, SD = Standard Deviation, Dec.=Decision, Very High Extent (VHE) equals 3.50 - 4.00, High Extent (HE) equals 2.50 - 3.49, Low Extent (LE) equals 1.50 - 2.49 while Very Low Extent (VLE) equals 1.00 - 1.49

Results on Table 1 showed the mean ratings and standard deviation of respondents on the extent to which NDDC has contributed to infrastructural development in South-South, Nigeria.

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From the overall mean, the result indicates that NDDC has engaged in construction of new roads regularly ($\bar{x} = 2.67$, $SD = 0.89$), construction of road drainages to control erosions affecting roads across communities in the states ($\bar{x} = 2.69$, $SD = 0.94$) and maintenance of roads ($\bar{x} = 2.65$, $SD = 1.00$) to a high extent. This is because the mean ratings for the items are within the range of 2.50-3.49 set as criterion for high extent. Nevertheless, the result shows that NDDC has engaged in construction of rural-urban linking roads ($\bar{x} = 2.44$, $SD = 1.00$) and construction of culverts/bridges to link rural roads across the states for easy transportation ($\bar{x} = 2.42$, $SD = 0.97$) among others (items 16-25) to a low extent. This is because the mean ratings for the items are within the range of 1.50-2.49 set as criterion for low extent. In addition, the overall grand mean of 2.30 with a standard deviation of 0.38 is also within the range of 1.50-2.49 which is an indication that NDDC has contributed to infrastructural development to a low extent in South-South, Nigeria.

This result is buttressed by the findings from the Focused Group Discussion held in Cross River State on the 24th, of January, Akwa Ibom on the 31st of January, River State on the 6th of February and Delta State on the 13th of February 2020 with 24 discussants (12 members from youth association executives and 12 executive members from community development associations/committee) across the States sampled for the study. On “the extent they think NDDC has contributed to Infrastructural development in South-South, Nigeria”, discussants from the four States(Cross River, Akwa Ibom, Delta and River State) are of the view that: “*NDDC has constructed some roads, build markets, boreholes and has completed many solar water projects as well as electrification of some rural communities across the States in the region.*” They also mentioned that “*some culverts and bridges have been constructed by the commission*”. Notwithstanding, on a general note, the discussants asserted that based on the expectations of the people of the region, “*NDDC has contributed insignificantly in terms of construction of “roads”, “markets”, “bridges” and “potable water” projects as well as “electrification of rural communities “among other infrastructural projects.* The discussants concluded that much effort is still expected from NDDC in the area of infrastructural development in the region. The overall

finding therefore shows that NDDC has contributed to infrastructural development to a low extent in South-South, Nigeria.

H₀₁: There is no significant difference in the mean ratings of registered youth associations' executives, CD associations/committee executives and NDDC staff on extent NDDC has contributed to infrastructural development in South-South, Nigeria.

Table 2: ANOVA of the significant difference between registered youth associations' executives, CD associations/committee executives and NDDC staff on NDDC's contribution to infrastructural development in South-South, Nigeria

| | Sum of Squares | Df | Mean Square | F | Sig. | Dec |
|----------------|-------------------|-----|-------------|---------|------|-----|
| Between Groups | 37.926 | 2 | 18.963 | 282.573 | .000 | S |
| Within Groups | 31.876 | 475 | .067 | | | |
| Total | 69.802 | 477 | | | | |

Key: df = degree of freedom, F = ANOVA test statistic, Sig. = Significant level/Exact probability value, Dec. = Decision, S = Significant

Results in Table 2 showed that an F-ratio of 282.573 with associated or exact probability value of 0.000 was obtained with respect to the difference in the mean ratings of registered youth associations' executives, CD associations/committee executives and NDDC staff on extent NDDC has contributed to infrastructural development in South-South, Nigeria. Because the associated or exact probability value of 0.000 when compared with 0.05 (a priori value) was found significant since it is less, the null hypothesis one (H_{01}) was therefore rejected. Therefore, the conclusion drawn was that there is a significant difference in the mean ratings of registered youth associations' executives, CD associations/committee executives and NDDC staff on the extent NDDC has contributed to infrastructural development in South-South, Nigeria. This is further confirmed by the result from a post-Hoc test presented in table 3.

Table 3: Scheffe Post-Hoc test for the significant difference of registered youth associations’ executives, CD associations/committee executives and NDDC staff on extent NDDC’s contribution to infrastructural development in South-South, Nigeria

| (I) Designation | (J) Designation | Mean Difference (I-J) | Std. Error | Sig. | Dec. |
|-------------------------|------------------------------|-----------------------|------------|------|------|
| Youth Association ExcOs | Community Dev. Ass/Com. Exco | .07686 | .03201 | .057 | NS |
| | NDDC Staff | -.52407* | .02883 | .000 | S |
| Community Ass/Com. Exco | Dev. Youth Association ExcOs | -.07686 | .03201 | .057 | NS |
| | NDDC Staff | -.60093* | .02855 | .000 | S |
| NDDC Staff | Youth Association ExcOs | .52407* | .02883 | .000 | S |
| | Community Dev. Ass/Com. Exco | .60093* | .02855 | .000 | S |

*. The mean difference is significant at the 0.05 level, Dec.= Decision, S=Significant, NS=Not significant

Table 3 shows the Post-Hoc test results for the significant difference ($p < .05$) in the mean ratings of registered youth associations’ executives, CD associations/committee executives and NDDC staff on the extent NDDC has contributed to infrastructural development in South-South, Nigeria. The result showed that there was a significant mean difference between the youth association executives and NDDC staff. Similarly, there was a significant mean difference between community development associations/committee executives and NDDC staff. Therefore, inference drawn is that youth associations’ executives and community development associations/committee executives differed significantly from NDDC staff in their opinions on extent NDDC has contributed to infrastructural development in South-South, Nigeria.

Discussion of the Findings

The finding of the study showed that NDDC has contributed to infrastructural development to a low extent in South-South, Nigeria.

This finding lends support from the finding of Orumie (2018) who conducted a study on critical analysis of the Niger Delta Development Commission (NDDC) and the development of oil producing communities in Rivers State is yet to make reasonable impact on oil producing communities in River State with respect to roads construction, provision of potable water, among others. In the same vein, the finding agrees with that of Okolo (2014) who carried out an appraisal

of the efforts of the Niger Delta Development Commission (NDDC) from 2001 to 2010 and reported that NDDC projects in the Niger Delta are yet to cover all the benefiting communities. Similarly, the finding adds credence to the finding of the study conducted by Isidiho and Sabran (2015) which showed that roads, electricity, water, transportation, communication, sewage among other projects by NDDC are not yet impactful to the communities in the Niger Delta region. Majority of the communities in the region are yet to benefit maximally from NDDC infrastructural development projects.

However, in the area of water provision, the finding is inconsistent with that of Olori (2014) who evaluated the impact of Niger Delta Development Commission's completed water projects in communities in Rivers and Bayelsa States, which showed that NDDC water projects have impacted to a high extent on the people of the area. Likewise, Otega, Salleh and Din (2015) disclosed that the projects/programmes carried out by NDDC can transform the lives and conditions of community members in the Niger Delta region. This could be with reference to the already completed projects by the commission. This finding is also in line with Adeleke and Ayantoyinbo (2024) who found that there are strong relationships between transport and tourism and the presence of one causes the other's development. This supports Nwagba and Chukwu's (2020) recent revelation that the Nigerian government should ensure that the social insecurity experienced by the Niger Delta people is solved through infrastructural development in the region.

Furthermore, this is in line with Abdulla's (2023) assertion which affirmed that the level of NDDC staff's participation and the significance of the community leaders' perception depend on their interests, influences and the time available. This also aligns with Imikan and Ekpo's (2022) observation who pointed out those efforts towards increasing road density and quality transport service despite the difficult terrain in the Niger Delta are needed if enormous tourist attraction of the region must be utilized. The statement is further collaborated by Akin-Fakorede et al. (2025) which confirmed that an effective provision and maintenance strategy to infrastructural development will help to achieve regional tourism development in the region.

Conclusion

Based on the discussion of findings, it was concluded that Niger Delta Development Commission (NDDC) has contributed to infrastructural development, to a low extent in South-South, Nigeria. However, these contributions made so far in the above area by NDDC were insignificant. It was also concluded that youth associations' executives and community development associations/committee executives differed significantly from NDDC staff in their views on the extent to which NDDC has contributed to infrastructural development in South-South, Nigeria. The divergence in opinion are believed to stem from different reasons given by these categories of people. The youth association's executive and community development associations/executives believe that significant things have not been done with regards to enhancement of infrastructural development, in South-South by the NDDC. This view does not correspond with that of the NDDC staff that holds contrary view. From the researcher's opinion NDDC need to do more to meet the yearnings and expectations of the people of the region in order to bring about sustainable infrastructural development.

Recommendations

Based on the findings of this study, it was recommended that;

- i. NDDC should establish and construct more potable water and electricity in South-South, Nigeria.
- ii. NDDC should construct road drainages to control erosions affecting roads across communities in the states.
- iii. Governments at all levels should build culverts/bridges to link rural roads across the region for easy transportation.
- iv. NGOs should also support in monitoring sources of water against contamination/ water borne diseases.
- v. Funding agencies should be involved in replacement of vandalized electrical installations.

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