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## Assessing Inter- State Road Transportation Companies and Wealth Distribution / Infrastructural Development in Akwa Ibom State, Nigeria.

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### ABSTRACT

The contribution of inter- state road transportation to wealth distribution and infrastructural development in Akwa Ibom state was examined in this study. The study was guided by two objectives, research questions and hypotheses. The population of this study comprised commuters in three major inter-state road transportation companies in the study area and a sample of 381 commuters were estimated using Krejcie and Morgan (1970). Combination of purposive, quota and simple random sampling techniques were used in the selection of sample. Structured questionnaire Inter-State Road Transportation Companies and Wealth Distribution / Infrastructural Development (ISRTWDID) validated by experts was used in data collection. The instrument was tested reliable using Cronbach Alpha method which yielded reliability coefficient of 0.89. Data obtained were analysed frequency, percentage and multiple linear regression with some pictorial evidences were also presented to substantiate the findings. Result shows that inter- state road transportation has significant positive contribution to wealth distribution by stimulating other forms of businesses such as recharge cards selling, car wash, food vendors and other forms of businesses. Result also established that there is no significant contribution of inter-state road transportation companies to infrastructural development in the study area. Hence, it recommended among others that management of inter- state road transportation companies in Akwa Ibom state need to do more in the area of infrastructural development in the study area. These infrastructural facilities should include boreholes, grading of roads, town halls and libraries. This will help enhance the quality of lives in the study area and also help these companies gain better acceptance among residence of operational base.

**Keywords:** Wealth distribution, infrastructural development, inter- state road transportation, commuters.

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### 1. BACKGROUND TO THE STUDY

Before any meaningful development can take place in any given society, there must be an effective and efficient means of movement of people, goods and information from service point to destination Bela (2015), this movement could be within a state or inter- state.

When this movement is from one state to another through road, then that is referred to as inter- state road transportation. This is where inter- state road transportation play significant role as one of the means of transportation. Inter- state road transportation has been observed to contribute positively to socio- economic development in many areas, one of which is the area of wealth distribution Wane (2013).

According to Anyanwu, Oaikhena, Oyefusi and Dimowo (1997) cited in Bala (2015), transportation plays a vital role in shaping the economy of any nation because modern industries and commercial activities rely on proper, well developed and efficient transport system. It serves as the bedrock for development of any nation. While also commenting on the role of transportation, Wane (2001), pointed out that transportation is a crucial vector for urban growth since it gives access to economic activity; facilitate family life, and helps in spinning social networks. It is an indispensable component of the social, political and economic life of every society because it has a major role to play in the spatial relationship between different locations, globally, nationally and regionally. The importance of transportation can therefore be seen in the daily rural, urban and regional human activities on the surface of the earth (Wane 2001)

Wealth distribution has also been described as the manner in which wealth is divided among the members of the economy. The impact of the inter-state road transportation on wealth distribution cannot be over emphasized. Inter-state road transportation companies can help in wealth distribution by reducing unemployment, poverty and hunger. One of the major agents of wealth distribution is the inter-state road transportation. There is no doubt that a relationship exists between inter- state road transportation and wealth creation. Inter-state road transportation services facilitate and help to maintain an economic balance through the distribution of resources (such as labour, equipment and raw materials) and finished goods across the nation. Olamigoke and Emmanuel (2013) observed that adequate, reliable and economic inter- state road transport is essential for the social and economic development as well as wealth distribution. Olamigoke and Emmanuel (2013) added that an efficient inter-state road transportation help opens up remote and rural areas, making them more and easily accessible, thereby stimulating economic growth and thereby facilitating redistribution of wealth.

On Inter-state road transport and wealth creation, Audu, Otitolaiye and Ibitoye, (2013) observed that road transportation helps to transport goods and service from where it is produced to where it is needed and when this happen there is always a monetary exchange and this therefore helps in wealth distribution. Similarly, inter- state road transportation contribute to wealth distribution by connecting people to goods and services and fostering efficient and effective wealth distribution. Smith (2005) observed that efficient inter- state road transportation enhances wealth distribution in five key mechanism namely: reducing transport and production costs, creating jobs, expanding productive capacity, improving access to markets and basic services like health and education, and reducing prices of final goods and services.

Adeyanju (2012) observed that inter- state road transportation purchase a part of their inputs (fuel, supplies, maintenance) from local suppliers. The production of these inputs generates additional value-added and employment in the local economy. The suppliers in turn purchase goods and services from other local firms. There are further rounds of local re-spending which generate additional value-added and employment and thereby help in distribution of income. Similarly, households that receive income from employment in inter- state road transportation activities spend some of their income on local goods and services. These purchases result in additional local jobs and added value.

Some of the household income from these additional jobs is in turn spent on local goods and services, thereby creating further jobs and income for local households (Adeyanju, 2012). This is another scenario where inter-state road transportation helps in wealth distribution.

Ahmad (2010) observed that inter- state road transportation has direct and indirect impact on wealth distribution. In terms of direct impact, Ahmad (2010) stressed that the outcome of improved capacity and efficiency where inter- state road transportation provides employment, added value, larger markets as well as time and costs improvements. The overall demand of an economy is increasing. Also, indirectly, inter- state road transportation help in improve accessibility and economies of scale. Indirect value-added and jobs are the result of local purchases by companies directly dependent upon transport activity. Therefore, the contribution of inter- state road transportation to wealth distribution cannot be overemphasized. Another area inter- state road transportation could significantly contribute to societal growth is in the area of infrastructural development. Inter-state road transportation companies are not only to make money but they must also give back to the society by providing facilities that will make live conducive for the society, most especially their areas of operation.

Infrastructural development has been described by Maggat, Zain and Jamaluddin (2018) as those things that pertain to the provision and improvement of basic amenities. It is an organizational structure and physical amenities that are needed by the community in general (Sullivan and Sheffrin, 2017). These infrastructure includes buildings, roads, bridges, health services, and many others (Aziz, 2018; Lantagne and Lazen, 2017; Waeli and Mahdi, 2017). Oisasoje and Ojeifo (2017) described infrastructure as those specific elements that serve as catalyst for development as well as improvement in welfare of citizens.

Infrastructure is the basic physical and organizational structures needed for the operation of a society. It includes things like industries, buildings, roads, bridges, health services, governance and so on. It is the enterprise or the products, services and facilities necessary for an economy to function (Sullivan and Sheffrin, 2003). Infrastructure can be described generally as the set of interconnected structural elements that provide the framework supporting an entire structure of development. It is the means of achieving an objective or set of objectives and also includes the objectives. It is an important term for judging a country, region or state and individual developmental status (Sullivan and Sheffrin, 2003). Udoka, (2013) assessed the imperatives of the provision of infrastructure and improved property values in Nigeria. Property development in most cases will not be attempted beyond the level of owner occupation at regions where infrastructure are not provided; talk less of property so developed having enhanced value.

Infrastructure typically refers to the technical structures that support a society, such as roads, water supply, sewers, electrical national grids, telecommunications, and so forth, and can be defined as "the physical components of interrelated systems providing commodities and services essential to enable, sustain, or enhance societal living conditions (Maggat, Zain and Jamaluddin, 2018). Infrastructural facilities play significant role in the economic development of any nation. The need for good infrastructural facilities is of great importance to the socio-economic development of any nation. The world is fast becoming a global village and a necessary tool for this process is communication of which telecommunication is a key element. Infrastructural facilities played a very significant positive role in the growth performance of countries in recent times where development of economic infrastructure has followed a relational, well-coordinated and harmonized path, growth and development have received a big boost (Maggat, Zain and Jamaluddin, 2018).

The linkages between infrastructure and economic growth are multiple and complex. Not only does infrastructure affect production and consumption directly, it also creates many direct and indirect externalities (Sullivan and Sheffrin, 2017). It also involves large flows of expenditure, thereby creating additional employment. Studies have shown that infrastructure can have a significant impact on output, income, employment, international trade, and quality of life. Infrastructural development can reduce stress and promote good health (Patra, and Acharya, 2011). Atoyebi, Gbadamosi, and Nwokoro (2015) opined that urbanization coupled with the increase in economic activities among other factors was responsible for the increase in transportation demand.

They examined the use and service efficiency of intra-urban bus services at Ojuelegba, a popular district in Lagos, Nigeria. With regards to infrastructural development, Atoyebi et al. (2015) concluded that there is a need to periodically test the road worthiness of buses used in inter-urban transportation and also the need to provide conveniences at the parks to make the commuters more comfortable. It is important to note that every company that operates in an environment must contribute positively towards improving the standard of living of the member of their host community. This could be done through the provision of infrastructural facilities like bore holes, road grading and other infrastructural facilities. (Aziz, 2018)

While commenting on the role of business organization in enhancing the quality of life of the member of their host communities, Sharma, Sharma and Devi (2009) pointed out that business houses are usually regarded as constructive partners in the community in which they operate. Sharma, Sharma and Devi (2009) stressed that they must be instrumental to creating of employment, wealth and provision of infrastructural facilities that will better the life of the members of their host communities. This is why business house like inter- state road transportation companies must ensure that some infrastructural facilities that will make life more livable for members of the community where they operate are provided. The benefits of doing this have been highlighted by many researchers (Smith, 2005; Stuewer, 2009).

Stuewer (2009) observed that if businesses are to have a healthy climate in which to function in the future, then it is in their long-term self-interest to be socially responsible. Stuewer (2009) believed that involving in the provision of infrastructural facilities as part of Corporate Social Responsibility (CSR) activities by companies will help the company win new business, increase customer relation, develop relationships with suppliers, make an organisation an employer of choice, differentiate an organisation from its competitors, improve business reputation, reduce risk, and provide access to investment and funding opportunities. Therefore, costly social problems such as employee turnover and customer boycott can be avoided by actively pursuing provision of infrastructural facilities as part of CSR activities (Smith, 2005). Therefore, to enjoy all these benefits inter- state road transportation companies must be proactive in the provision of infrastructural facilities.

The theoretical framework of this study is based on Freeman's (1984) Stakeholder. The stakeholder theory promotes a practical, efficient, effective, and ethical way to manage organisations in a highly complex and turbulent environment (Freeman, 1984). The theorist believes that all firms have to manage stakeholders – whether they are good at managing them is another issue. The theorists posted that stakeholders that are treated well tend to reciprocate with positive attitudes and behaviors towards the organization, such as sharing valuable information (all stakeholders), buying more products or services (customers), providing tax breaks or other incentives (communities), providing better financial terms (financiers), buying more stock (shareholders), or working hard and remaining loyal to the organization, even during difficult times (employees).

It is effective because it harnesses the energy of stakeholders towards the fulfillment of the organization's goals. The theory opined that all management decisions contain an ethical component, and the ethical arguments in defense of managing for stakeholders are as important to the theory as are the practical considerations. A stakeholder of a business is someone who has any stake whatsoever in the goings-on of a business. This means that anyone affected by the actions of that business has a stake (an interest) in what that business does. So, this includes not only shareholders, but also employees, customers, suppliers, and often even the entire community. Stakeholder theory advocated for treating all stakeholders with fairness, honesty, and even generosity. This study therefore examine the contribution of inter- state road transportation companies to wealth distribution and infrastructural development.

### 1.1 Objective of the Study

The primary objective of this study is to determine the contribution of inter- state road transportation to wealth distribution and infrastructural development in Akwa Ibom state. The specific objectives of this study include to:

1. assess the contribution of inter- state road transportation companies to wealth distribution in terms of stimulating other forms of businesses in Akwa Ibom state.
2. assess the contribution of inter- state road transportation companies to infrastructural development in the study area.

### 1.2 Research Questions

This study was guided by the following research questions:

1. In what way(s) has inter- state road transportation companies contributed to wealth distribution in terms of stimulating other forms of businesses like recharge card selling, food vendors, car wash and other forms of businesses in Akwa Ibom State?
2. What infrastructural facilities like boreholes, building such as town halls, libraries have been put in place by inter- state road transportation companies as part of its corporate social responsibility to help in the economic and social well being of people in the study area?

### 1.3 Hypotheses

This study was guided by the following research hypotheses.

1. There is no significant effect of inter- state road transportation companies on wealth distribution in terms of stimulating other forms of businesses in the study area.
2. There is no significant effect of the operations of inter- state road transportation companies on infrastructural development in host communities of the study area.

## 2. METHODOLOGY

The design of this study was based on survey research design. The population for this study comprised commuters in Akwa Ibom State which are primarily the residents of Akwa Ibom State and the general travelling public and a sample of 381 commuters was randomly selected from three major inter-state road transportation companies in Akwa Ibom state (Akwa Ibom Transportation Company, God Is Good Motors and ABC transport) using combination of purposive, quota and simple random sampling techniques. The three inter- state road transportation companies were selected purposively while allocation of commuters to each of the company was carried out by quota sampling based on the knowledge of the patronage enjoyed by each of the selected inter- state road transportation company. Structured questionnaire was used in data collection.

The questionnaire was divided into two sections, Section A and Section B. Section A captured the demographics of the respondents while Section B of the questionnaire focused on the main research variables. Section A has only 6 items while Section B comprised 20 items with 20 items on inter- state road transportation and 10 items on contribution of inter- state road transportation to wealth distribution ( 5 items) and infrastructural development (5 items). All items on Section B was measured on four points rating scale of strongly agree (4 points), agree (3 points), disagree (2 points) and strongly disagree (1 point).

The instrument was validated by experts in transportation management while the reliability of the instrument was determined using Cronbach Alpha method and reliability coefficient of 0.89 was obtained. Both descriptive statistics (frequency and percentage) including pictorial representation and multiple linear regression were used to analyse data and results were generated using the Statistical Package for Social Sciences (SPSS version 20.0). Out of the 381 copies of the questionnaire administered, 373 copies representing 95.4% of the copies of the questionnaire administered were retrieved and found useable.

### 3. RESULTS

Result shows that 55.8 percent of the respondents were male and 44.2 percent were female. The distribution of the respondents by age indicates that 31.6 percent, 7.5 percent of the respondents were between 18-30 years and 31-40 years respectively. Result also indicates that 34.6 percent were between 41-50 years and 26.3 percent were between 41-50 years and above 50 years respectively. In terms of academic qualification, 29.5 percent had SSCE or equivalent, 19.8 percent had NCE/OND, 38.3 percent had HND/B.Sc while 12.3 percent of the respondents had postgraduates.

The distribution of respondents by occupation indicates that 38.9 percent of the respondents were into Business, 35.4 percent were civil servants, 6.2 percent were students, 8.6 percents were unemployed while 11.0 percent of the respondents were engaged in other occupations. Result shows that 30.3 percent of the respondents were selected from God is Good while 40.2 percent and 29.5 percent of the respondents were from Akwa Ibom Transport Company (AKTC) and ABC Transport respectively.

Results of the descriptive analysis showing the contribution of inter- state road transpiration on wealth distribution is presented in Table 1. Result revealed that the majority of the respondents strongly agree that the presence/activities of inter-state road transportation companies had stimulated other forms of businesses in their area of operation (40.5%), many food vendors had opened within the area where there was inter-state transportation company (63.0%), the presence of inter-state road transport companies had made many to go into the business of recharge card selling, car wash and so on (49.1%).

Many people took advantage of the presence of inter-state road transportation companies to do other businesses (49.9%) and that car wash business had been thriving because of the presence of inter-state road transport companies in the area where they were located (48.0%). Results of multiple linear regression is as presented in Table 2.

**Table 1: The contribution of inter-state road transportation companies to wealth distribution**

Items	Responses options	AKTC (n =150)		God is Good Motors (n = 113)		ABC Transport (n =110)		Total (n = 373)	
		N	%	N	%	n	%	N	%
The presence of inter-state transportation has stimulated other forms of business in their area of operation.	SA	57	38.0	47	41.6	47	42.7	151	40.5
	A	77	51.3	60	53.1	9	8.2	146	39.1
	D	0	0.0	0	0.0	54	49.1	54	14.5
	SD	16	10.7	6	5.3	0	0.0	22	5.9
Many food vendors have opened within the area where there is inter-state transportation company	SA	98	65.3	69	61.1	68	61.8	235	63.0
	A	0	0.0	22	19.5	0	0.0	22	5.9
	D	35	23.3	22	19.5	29	26.4	86	23.1
	SD	17	11.3	0	0.0	13	11.8	30	8.0
The presence of inter-state road transport companies have made many to go into the business of recharge card selling, car wash and so on.	SA	79	52.7	52	46.0	52	47.3	183	49.1
	A	44	29.3	0	0.0	34	30.9	78	20.9
	D	27	18.0	42	37.2	24	21.8	93	24.9
	SD	0	0.0	19	16.8	0	0.0	19	5.1
Many people take advantage of the presence of inter-state road transportation company to do other businesses	SA	71	47.3	57	50.4	58	52.7	186	49.9
	A	57	38.0	0	0.0	34	30.9	91	24.4
	D	22	14.7	40	35.4	18	16.4	80	21.4
	SD	0	0.0	16	14.2	0	0.0	16	4.3
Car wash business has been striving because of the presence of inter-state road transport company in the area where they are located.	SA	82	54.7	51	45.1	46	41.8	179	48.0
	A	22	14.7	16	14.2	18	16.4	56	15.0
	D	23	15.3	27	23.9	26	23.6	76	20.4
	SD	23	15.3	19	16.8	20	18.2	62	16.6

**SA-Strongly Agree, A- Agree, D- Disagree, SD- Strongly Disagree, Source: Field Survey, 2019**

**Table 2: Summary of the multiple linear regression for the contribution of inter- state road transportation to wealth distribution.**

Variables	$\beta$	SE	t-stat.	P-value	VIF	r-square	F-calc.	P-value
Movement of goods (X <sub>1</sub> )	0.269	0.124	5.170	0.000**	1.308			
Movement of people (X <sub>2</sub> )	0.226	0.146	4.201	0.000**	1.396	0.239	28.857	0.000
Free flow of information (X <sub>3</sub> )	0.123	0.125	2.581	0.010*	1.099			
Quality of the services provided ((X <sub>4</sub> )	0.106	0.133	2.316	0.021*	1.017			

\*significant at 5% ( $p < 0.05$ ), \*\*significant at 1% ( $p < 0.01$ ).

Result in Table 1 shows coefficient of determination of 0.230 indicates that 23.0% of the variation in wealth distribution was explained for by the operations of inter- state road transportation as measured by their role movement of goods, movement of people, free flow of information and quality of their service delivery. Result shows F-calculated of 28.857 and F-critical of 2.40 at the 0.05 level of significance. Result shows that the F-calculated (28.857) was greater than the F-critical (2.40) at the 0.05 level of significance.

This meant that there was a significant regression relationship between the dependent and the independent variables. This result also implied that the four explanatory variables accounted for significant variation in the dependent variable. Also, since the F-calculated (28.857) was greater than the F-critical (2.40), the null hypothesis was rejected. Hence, there was a significant effect of operations of inter- state road transportation on wealth distribution in Akwa Ibom state.

The individual effect of each of the four independent variables shows that the operations of inter- state road transportation as measured by movement of goods (t-calc. = 5.170, p-value = 0.000,  $p < 0.05$ ), movement of people (t-calc. = 4.201, p-value = 0.0000,  $p < 0.05$ ), free flow of information (t-calc. = 2.581, p-value = .019,  $p < .05$ ) and quality of the services provided (t-calc.= 2.316, p-value = 0.021,  $p < 0.05$ ) all had significant positive contribution to wealth.

The VIFs were all less than 10 which indicate that there is no evidence of multicollinearity. Evidence from personal observation had shown that a lot of business came out within the areas of operations of inter- state road transportation companies in Akwa Ibom state. Some of these businesses included recharge card selling, car wash business, food vendor, paper vendor and other petty businesses thereby making the operation of inter- state road transportation an agent of wealth distribution. Some of the pictorial evidences are shown below in Fig 1 and 2.





Figure 1: AKTC promoting wealth creation in the form of Food Vendor.



Figure 2: AKTC promoting wealth creation in the form of car wash

For the contribution of inter- state road transportation to infrastructural development, results presented are as shown in Tables 3 and 4.

**Table 3: The contribution of inter-state road Transportation Company to infrastructural development.**

Items	Responses options	AKTC (n =150)		God is Good Motors (n = 113)		ABC Transport (n =110)		Total (n = 373)	
		n	%	n	%	n	%	n	%
Inter- state road transportation in Akwa Ibom State:									
Provide boreholes to communities in Akwa Ibom State	SA	0	0.0	0	0.0	0	0.0	0	0.0
	A	8	5.3	11	9.7	11	10.0	30	8.0
	D	66	44.0	43	38.1	43	39.1	152	40.8
	SD	76	50.7	59	52.2	56	50.9	191	51.2
Provides roads in some communities in Akwa Ibom State.	SA	0	0.0	0	0.0	0	0.0	0	0.0
	A	32	21.3	27	23.9	14	12.7	73	19.6
	D	19	12.7	14	12.4	25	22.7	58	15.5
	SD	99	66.0	72	63.7	71	64.5	242	64.9
Help implement developmental projects in Akwa Ibom State.	SA	0	0.0	0	0.0	0	0.0	0	0.0
	A	48	32.0	41	36.3	19	17.3	108	29.0
	D	24	16.0	19	16.8	46	41.8	89	23.9
	SD	78	52.0	53	46.9	46	41.8	177	47.5
Help provide street light in their area of operation.	SA	0	0.0	0	0.0	0	0.0	0	0.0
	A	46	30.7	15	13.3	14	12.7	75	20.1
	D	15	10.0	35	31.0	43	39.1	93	24.9
	SD	89	59.3	63	55.8	53	48.2	205	55.0
Help in road grading and construction projects in Akwa Ibom State.	SA	32	21.3	21	18.6	14	12.7	67	18.0
	A	15	10.0	15	13.3	20	18.2	50	13.4
	D	39	26.0	31	27.4	22	20.0	92	24.7
	SD	64	42.7	46	40.7	54	49.1	164	44.0

**SA-Strongly Agree, A- Agree, D- Disagree, SD- Strongly Disagree, Source: Field Survey, 2020**

**Table 4: Summary of the multiple linear regression for the contribution of inter- state road transportation to infrastructural development.**

Variables	$\beta$	SE	t-stat.	P-value	VIF	r-square	F-calc.	P-value
Movement of goods (X <sub>1</sub> )	.011	.218	.182	.856	1.308	.024	2.237	0.065
Movement of people (X <sub>2</sub> )	-.060	.258	-.985	.325	1.396			
Free flow of information (X <sub>3</sub> )	.144	.221	2.670	.008**	1.099			
Quality of the services provided ((X <sub>4</sub> )	.053	.234	1.014	.311	1.017			

**\*\*Significant at 1% (p<0.01).**

Table 3 presents the result of the contribution of inter- state road transportation companies to infrastructural development in the study area. Result revealed that the majority of respondents strongly disagree that inter- state road transportation companies provided boreholes to communities (51.2%), provided roads in some communities in the study area (64.9%), implemented developmental projects in the study area (47.5%), provided street light in their area of operation (55.0%), carried out road grading and construction projects (44.0%). Table 4.19 reveals coefficient of determination of 0.013 indicated that 1.3% of the variation in infrastructural development was explained for by the operations of inter- state road transportation as measured by their role in movement of goods, movement of people, free flow of information and quality of their service delivery. Table 4.20 shows F-calculated of 2.237 and F-critical of 2.40 at the 0.05 level of significance.

Result shows that the F-calculated (2.237) was less than the F-critical (2.40) at the 0.05 level of significance. This meant that there was no significant regression relationship between the dependent and the independent variables. This result also implied that the four explanatory variables do not account for significant variation in the dependent variable. The individual effect of each of the four independent variables was examined and the result shows that the operations of inter- state road transportation as measured by movement of goods (t-calc. = .182, p-value = .856,  $p > 0.05$ ), movement of people (t-calc. = -.985, p-value = .325,  $p > 0.05$ ), and quality of the services provided (t-calc.= 1.014, p-value = .311,  $p > 0.05$ ) all had insignificant effect on infrastructural development in the study area. Result obtained for free movement of information was significant (p-value = 0.008,  $p < 0.05$ ). The VIFs were all less than 10 which indicated that there was no evidence of multicollinearity. Also, since the F-calculated (2.237) was not greater than the F-critical (2.40), the null hypothesis was retained. Hence, there was no significant effect of operations of inter- state road transportation on infrastructural development in Akwa Ibom state.

#### 4. DISCUSSION OF THE FINDING

The findings of this study revealed that majority of the respondents attested that the operation of inter-state road transport companies had stimulated other forms of businesses in their area of operation including the Drive and Own Scheme being operated by AKTC as shown in figure 3



Figure 3: Showing Sample of Drive and Own Buses owned by Individual Drivers and Registered with the AKTC Fleet of Buses

Finding also revealed significant positive effect of inter- state road transportation on wealth distribution. Findings from the hypothesis testing revealed that inter-state road transport companies accounted for significant variation in wealth distribution in Akwa Ibom state. The result implied that the presence of inter-state road transportation companies in Akwa Ibom state had brought about wealth distribution among the people of the State. This was in line with the findings by Fulmer (2009) that inter-state road transportation companies helps in wealth distribution. These findings also agreed with that of Aworemi, Abdul-Azeez, and Ibrahim (2009) where Transport Company was found to be a major agent of wealth distribution.

Findings showed that larger percentage of the respondents strongly disagreed (51.2%) or disagreed (40.8%) that inter- state road transportation companies in Akwa Ibom state had provided boreholes to communities in the State, provided road projects in some communities, helped implement developmental projects and helped provided street light in the study area. Finding also revealed that the respondents disagreed that inter- state road transportation companies in the State had helped in road grading and construction projects. Finding also revealed that inter- state road transportation companies did not account for significant variation in infrastructural development in Akwa Ibom State. This implied that inter- state road transportation companies did not contribute significantly to infrastructural development in Akwa Ibom state.

This finding agreed with that of Tunde and Adeniyi (2012) on the role of transport in the development of Ilorin East Local Government of Kwara State. The study established that Transport Company had contributed positively in many areas but their impact had not been felt in the area of infrastructural development in Ilorin East Local Government of Kwara State. This finding also agreed with that of the findings by Aderamo (2010) in Kwara Transport Company where Kwara Transport Company was found to enhance the creation of wealth in Kwara State but contributed insignificantly in the area of provision of infrastructural facilities.

## 5. CONCLUSION AND RECOMMENDATIONS

This study determined the contribution of inter- state road transportation company to wealth distribution and infrastructural development in Akwa Ibom state. The study found that inter- state road transportation companies contribute significantly to wealth distribution by stimulating other businesses such as food vendors, recharge card selling, car wash and other forms of business. But for their contribution to infrastructural development, not much have been done meaning that there is a no significant contribution of inter- state road transportation companies on infrastructural development in Akwa Ibom state.

Based on these findings, the following were recommended:

1. Management of inter- state road transportation need to do more in the area of infrastructural development in the study area. These infrastructural facilities should include boreholes, grading of roads, town halls and libraries.
2. Government of Akwa Ibom state should provide more business friendly opportunities for inter- state road transportation companies so as to expand its business and to deliver on their mandate with the hope of doing more in the area of wealth distribution and provisions of infrastructural facilities in Akwa Ibom state.

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