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Infrastructural Development : A Prerequisite For Economic Growth in Nigeria

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Abstract – This study explores the effect of infrastructure development on economic growth in Nigeria from 2005 to 2023. The research employed an ex-post facto design, using annual time-series data obtained from the Central Bank of Nigeria (CBN) Statistical Bulletin and the World Bank Database. Infrastructure development was represented by four key indicators—energy, ICT, transport, and water infrastructure—while Gross Domestic Product (GDP) growth rate was used to measure economic performance. The Autoregressive Distributed Lag (ARDL) model was applied to examine the effects of infrastructure on growth.Findings revealed that energy, ICT, and transport infrastructure exerted negative and statistically insignificant effects on GDP growth, whereas water infrastructure showed a positive but insignificant effect. These outcomes suggest that although infrastructure is generally expected to foster growth, systemic issues such as underfunding, weak maintenance culture, corruption, and poor regulatory oversight have constrained its impact in Nigeria.The study concludes that infrastructure development has fallen short of its potential to drive economic growth due to structural inefficiencies and policy failures. It recommends comprehensive reforms, including consistent investment in energy generation and distribution through transparent public-private partnerships, expansion of broadband and digital infrastructure, and stronger governance of the transport sector with a focus on project monitoring, maintenance, and expansion. Additionally, integrating water infrastructure into economic planning is vital for improving health, productivity, and industrial output, thereby enhancing Nigeria's growth trajectory.

Keywords - Infrastructure, economic growth, Nigeria,

I. INTRODUCTION

Background to the Study

Infrastructure is a vital component of economic growth and development. Globally, and particularly in developing nations such as Nigeria, governments place high priority on infrastructure because it supports both social and economic transformation. Scholars argue that effective financing and investment in infrastructure provide the foundation for sustained development (Ele, Itoro & Uguru, 2024). Broadly, infrastructure refers to the establishment, expansion, and maintenance of key physical and social facilities such as roads, power generation plants, water systems, telecommunications, schools, health centers, and transport networks.

These facilities serve as enablers of production, trade, and service delivery across sectors of the economy.Oni and Okanlawon (2021) describe infrastructure as strategic, long-term investment in assets that improve productive capacity while enhancing citizens' welfare. In Nigeria, infrastructure is especially significant because of its potential to unlock economic opportunities, reduce poverty, and promote regional integration. As Africa's most populous country and one of its largest economies, Nigeria's aspiration for inclusive and sustainable growth is closely linked to the availability and quality of its infrastructure. By lowering transaction costs, improving connectivity, and stimulating investment, infrastructure strengthens competitiveness and drives industrial and social advancement. According to the World Bank (2019), infrastructure investment is indispensable for private sector development and the achievement of national development goals.

Economic progress is commonly measured using Gross Domestic Product (GDP), which serves as an indicator of prosperity and overall well-being (Jeremiah, 2023). Nigeria's population, projected to exceed 260 million by 2030, presents both challenges and opportunities. Rising demand for energy, transport, housing, and water underscores the need for large-scale, proactive investments. To meet these demands, collaborative financing models such as public-private partnerships (PPPs), concession agreements, and infrastructure bonds are essential.Despite its economic potential, Nigeria's GDP growth has been hindered by political instability, weak governance, and inadequate infrastructure. Although some progress has been recorded in sectors such as telecommunications and manufacturing, critical infrastructure gaps persist (CBN, 2018). Deficiencies in electricity supply, road networks, water systems, and ICT infrastructure raise business costs, discourage investment, and slow economic activity (Chukwu & Uwaezuoke, 2024).

For instance, many firms rely on expensive self-generated electricity, while poor transport systems delay goods and services, resulting in inefficiencies. Although successive governments have introduced reforms to improve infrastructure and create a more enabling business environment, their overall impact on economic growth has been limited. Reliable infrastructure reduces operational costs, boosts productivity, and improves connectivity, thereby strengthening the foundation for sustainable growth. Given these realities, it is crucial to examine how infrastructure development influences Nigeria's economic performance.

II. REVIEW OF RELATED LITERATURE

Conceptual Framework

Overview of Infrastructure Development

The International Monetary Fund (2023) defines infrastructure as durable physical assets—such as transport networks, power grids, and digital systems—that underpin economic activity and facilitate the provision of public services.Infrastructure development is widely regarded as a key driver of economic transformation, poverty reduction, and inclusive growth, particularly in developing nations. It entails the systematic expansion, modernization, and maintenance of essential physical and institutional systems such as roads, electricity, water supply, telecommunications, schools, hospitals, and governance structures. These systems provide the foundation for productive activities, efficient service delivery, and social advancement. The International Monetary Fund (2023) defines infrastructure as durable physical assets—such as transport networks, power grids, and digital systems—that underpin economic activity and facilitate the provision of public services.

Energy Infrastructure

Energy infrastructure represents one of the most critical pillars of Nigeria's economic growth and national development. It includes the facilities and processes required for generating, transmitting, and distributing electricity to industries, households, and public institutions. Nigeria's energy sector is dominated by fossil fuels, with natural gas being the primary source due to the country's vast reserves and existing facilities (Adewale, 2022). Reliable energy systems are essential for lowering production costs, stimulating industrialization, and sustaining economic competitiveness.

ICT Infrastructure

Information and Communication Technology (ICT) infrastructure comprises the systems that enable the exchange and management of information through digital and electronic platforms. In Nigeria, ICT has become a major driver of economic and social progress. It enhances connectivity, facilitates business transactions, promotes financial inclusion, and supports innovation. ICT infrastructure is therefore integral to national development, as it strengthens productivity and improves the overall quality of life.

Transport Infrastructure

Transport infrastructure provides the backbone for mobility and trade. The World Bank (2021) describes it as the core systems and services that facilitate the movement of people and goods, including roads, railways, seaports, and airports, along with the organizational and technological frameworks that support them. In Nigeria, efficient transport infrastructure is vital for linking regions, promoting trade, and ensuring smooth distribution of resources. Weak transport systems, however, raise operational costs and slow economic activities, whereas well-developed networks foster integration and competitiveness.

Water Infrastructure

Nigeria's water infrastructure includes dams, reservoirs, treatment facilities, pipelines, and distribution systems that ensure the collection, purification, and supply of water for domestic, industrial, and agricultural use. These systems are also critical for water storage and flood control, especially in areas affected by seasonal rainfall fluctuations (Adebayo & Musa, 2022). Adequate water infrastructure is therefore indispensable for safeguarding public health, improving agricultural productivity, and supporting industrial development.

Economic Growth

Economic growth refers to the steady increase in the production of goods and services per capita over a given period, often measured by Gross Domestic Product (GDP). Sustained growth generates employment, raises household incomes, and stimulates demand for goods and services, thereby fueling further production and investment. Because of its impact on prosperity and well-being, economic growth remains one of the most closely monitored indicators of national development (Ele, Itoro & Uguru, 2024).

Theoretical Framework

This study is guided by the endogenous growth theory, which emphasizes the role of internal factors, particularly investment in productive sectors such as infrastructure in driving long-term economic growth. The theory highlights how infrastructure reduces transaction and production costs, improves access to markets, and enhances the productivity of human and physical capital. Strategic investment in areas such as energy, transport, ICT, and water infrastructure generates multiplier effects across the economy, thereby promoting sustainable development and inclusive growth.

Empirical Review

Olunkwa and Nwaogwugwu (2025) examined the effect of government tax and infrastructure on sustainable economic growth in Nigeria using annual data from 1999 to 2023. The study applied the Autoregressive Distributed Lag (ARDL) bounds testing approach. Results showed that government tax had a positive and significant effect on economic growth, while infrastructure investment—both in the short and long run—also positively and significantly influenced growth. The interaction of tax and infrastructure further enhanced growth sustainability. In contrast, balance of payments, public debt, and exchange rate had negative effects. Akomolehin, Olusegun, and Akomolehin (2025) analyzed the contribution of infrastructural development to Nigeria's economic growth between 1999 and 2022, focusing on education, health, transportation, ICT, and energy. Using the ARDL model, ADF unit root tests, and bounds testing, the study found a significant long-run relationship between infrastructure and

GDP. Long-run results showed that education, health, ICT, and transport infrastructure had negative effects on GDP, while energy infrastructure—proxied by electricity consumption—positively influenced growth. In the short run, only health infrastructure showed a positive effect. Chukwu and Uwaezuoke (2024)nexamined the effect of infrastructure development on Nigeria's foreign direct investment (FDI) using data-driven algorithms from 2005 to 2023, utilizing time-series data sourced from the Central Bank of Nigeria Statistical Bulletin and the 2023 United Nations Annual Reports. This study focused on four key variables: Transport Infrastructure Development (TID), Energy Infrastructure Development (EID), Water Infrastructure Development (WID), and ICT Infrastructure Development (ICTD). The analysis employed auto-regressive distributed lag (ARDL) models, revealing that although infrastructure development negatively impacted FDI, the effect was statistically insignificant during the study period. Ele,Itoro and Uguru(2024) examined the impact of infrastructure financing on economic growth in Nigeria for the period 1991-2021. The specific objectives of the study were: to investigate the impact of government economic infrastructures spending on the growth of real gross domestic product in Nigeria, to determine the impact of government social infrastructure spending on the growth of real gross domestic product in Nigeria, and to investigate the impact of deficit financing on the growth of real gross domestic product in Nigeria. The empirical result indicates that government economic infrastructure financing has no significant impact on economic growth in Nigeria; government social infrastructure financing significantly impacts oneconomic growth in Nigeria; and government capital expenditure significantly impacts on economic growth in Nigeria.

Akuesodo, Okonkwo, Okaro, Okoye, and Okere (2024) analyzed the effect of transportation infrastructure development on Nigeria's economy, focusing on its relationship with unemployment rates. Using data from the World Bank and CBN Statistical Bulletin, and anchored on Hirschman's theory of unbalanced growth, the study found that transportation infrastructure had a positive and significant effect on reducing unemployment. Emeka, Ogbuabor, and Nwosu (2024) explored the relationship between public infrastructural development, industrialization, and economic complexity in 34 African countries from 2010 to 2021. Using pooled OLS, system GMM, and bias-corrected LSDV estimators, the study found that both infrastructural development and industrialization positively and significantly enhanced economic complexity. Industrialization was shown to strongly moderate the effect of infrastructure on complexity. Additional results indicated that trade openness, FDI inflows, international tourism, and institutional quality also contributed positively, while human capital had limited impact. Akinola and Akinrinola (2023) examined the impact of tax revenue and infrastructural development on economic growth in Nigeria, using ARDL estimation with data from the World Development Indicators. Tax revenue was proxied by VAT, CIT, and PPT, while gross capital formation (GCF) represented infrastructure development. Results showed a significant long-run relationship among variables, with PPT strongly contributing to growth and VAT having a weak positive effect. GCF and CIT were not significant. Fatoye , Pedro-Itota, and Gina (2023)Studied the effects of infrastructure development on Nigerian economy. The study employed Ex-Post Facto research and the data were extracted from International Monetary Fund, International Financial Statistics, World Bank, Central Bank of Nigeria. The hypotheses were tested with E-view 9.0. The result shows that energy infrastructure development has negative insignificant effect on gross domestic product while transport infrastructure development index has a significant effect on gross domestic product in Nigeria.

Adewale and Sadiq (2022) assessed the effect of infrastructure and income on industrial growth in Nigeria using secondary data and econometric techniques. Gross Fixed Capital Formation was used as a proxy for infrastructure, while GDP per capita represented income levels, with air transport, road transport, telecommunications, and energy consumption as key components. ADF tests confirmed stationarity at first difference, and Fully-Modified OLS estimation revealed that infrastructure and GDP per capita had a negative and significant effect on industrial productivity, while gross fixed capital formation and trade openness positively influenced growth. The interaction between infrastructure and income showed a positive and significant relationship with industrial output.. Okpalaoka (2021) reviewed literature on infrastructural challenges in Nigeria and their economic impact. Using a descriptive approach based on secondary sources, the study found that Nigeria's infrastructure deficit stems from decades of neglect, recurrent-expenditure-heavy budgets, and poor governance. The absence of adequate infrastructure was linked to limited FDI inflows, poor sectoral performance, and economic stagnation.

Owusu-Manu, Jehuri, Edwards, Boateng, and Asumadu (2019) examined the impact of infrastructure development on economic growth in sub-Saharan Africa with special focus on Ghana. The study employed autoregressive distributed lag (ARDL) model. The results indicated that infrastructure development significantly influences economic growth, with electricity-generating capacity identified as having the strongest positive effect. Conversely, electricity-distribution losses had a significant negative impact in both the short and long term. Ogbaro and Omotoso (2017) assessed the role of infrastructure in promoting economic growth in Nigeria from 1980 to 2015 using a Cobb-Douglas production function estimated via OLS. Infrastructure was modeled as a stock variable, with results showing positive and significant effects from air transport (0.035 elasticity), communication (0.016), power (0.141), and rail lines (0.132) on GDP growth. Owolabi-Merus (2015) examined the nexus between infrastructure

development and economic growth in Nigeria for the period 1983–2013, using Ordinary Least Squares and Granger causality tests. Infrastructure development was proxied by Gross Fixed Capital Formation (GFCF) and economic growth by Gross Domestic Product (GDP), with data obtained from the World Bank's Africa Development Indicators. The empirical results showed that infrastructure development had a positive and statistically significant impact on economic growth. However, Granger causality analysis indicated a one-way relationship, suggesting that while infrastructure stimulates growth, economic growth does not necessarily lead to increased infrastructure development in the studied period.

III. METHODOLOGY

Sources and Nature of Data

The data used in this study are secondary data. The data were gotten from the central bank of Nigeria (CBN) statistical bulletin 2023 and World Bank database, which contain the independent variables (infrastructure development) such as energy infrastructure, ICT infrastructure, transportation infrastructure, and water infrastructure and the dependent variable include GDP growth rate. The data used for this study are time series covering 2005 to 2023.

Model specification

This study adapted the model used by Ele,Itoro and Uguru(2024)

RGDP = f (GSEI, GSSI, GDF)

RGDP = β0 + β

GSEI + β

GSSI + β

GDF + β

where:

Dependent Variable

RGDP = Real Gross Domestic Product which represents economic growth.

Independent Variables

GSEI = government spending on economic infrastructure

GSSI = government spending on social infrastructure

GDF = government deficit financing

Ut = error term with zero mean and constant variance

B0 = parameters to be estimated

However, this present study modified the previous study as stated below:

GDPGR = *f* (EID, ICTID, TID, WID) …… (1)

The econometric form of this model is there for formulated as follows:

GDPGR = αi + β1EI D+ β2PCTI D+ β3TID + β4WI D+ εt …….. (2)

Where;

GDPGR = Gross Domestic Product Growth Rate

EID = Energy Infrastructure development

ICTID = Information Communication Technology Infrastructure development

TID = Transport Infrastructure development

WID = Water Infrastructure development

εt = Error Term

αi = constant

β1, β2, β3, β4 = Coefficient of the independent variables

Data Analysis

Table 1

	GDPGR	EID	ICTID	TID	WID
Mean	4.476842	83.18121	1.07E+08	50661	84.58816
Median	4.23	84.419	1.27E+08	59182	86.48
Maximum	8.04	87.1	1.73E+08	77482	90.001
Minimum	0.81	72.4	135675.2	16045	67.005
Std. Dev.	2.347441	4.184201	54394332	21773.86	6.743542
Skewness	0.02365	-1.50228	-0.61381	-0.77155	-1.90697
Kurtosis	1.567781	4.248767	2.000325	2.022674	5.435505
Jarque-Bera	1.625679	8.381258	1.984214	2.641233	16.21161
Probability	0.443597	0.015137	0.370795	0.266971	0.000302
Sum	85.06	1580.443	2.03E+09	962559	1607.175
Sum Sq. Dev.	99.18861	315.1358	5.33E+16	8.53E+09	818.5564
Observations	19	19	19	19	19

Source: Author's E-view 10

The descriptive statistics for the variables GDPGR, EID, ICTID, TID, and WID reveal important insights into their distributional patterns across 19 observations. GDPGR (Gross Domestic Product Growth Rate) has a mean of 4.48 and a median of 4.23, suggesting near symmetry in its distribution. The standard deviation of 2.35 indicates moderate variability. With a skewness value of 0.02 and

kurtosis of 1.57, GDPGR is almost symmetric but platykurtic, having a flatter distribution compared to normal. The Jarque-Bera statistic of 1.63 with a p-value of 0.44 indicates no significant departure from normality. EID (Energy Infrastructure Development) records a mean of 83.18 and a median of 84.42, showing relative closeness of central tendency measures. The standard deviation of 4.18 suggests moderate dispersion. However, the skewness of -1.50 and kurtosis of 4.25 reveal a negatively skewed and leptokurtic distribution. The Jarque-Bera statistic of 8.38 with a p-value of 0.015 confirms significant deviation from normality. ICTID (ICT Infrastructure Development) has a mean of 107,000,000 and a median of 127,000,000, showing some disparity between the mean and median. The standard deviation of 54,394,332 points to high variability. Skewness of -0.61 and kurtosis of 2.00 indicate moderate negative skewness and near-normal peakness. The Jarque-Bera statistic of 1.98 with a p-value of 0.37 suggests no significant deviation from normality. TID (Transport Infrastructure Development) shows a mean of 50,661 and a median of 59,182, with the median being noticeably higher, suggesting negative skewness. The standard deviation of 21,774 reflects considerable variation. The skewness of -0.77 and kurtosis of 2.02 support the presence of moderate negative skewness and a nearly mesokurtic distribution. The Jarque-Bera statistic of 2.64 with a p-value of 0.27 indicates no evidence of significant non-normality. WID (Water Infrastructure Development) has a mean of 84.59 and a median of 86.48, indicating a slight left skew in the distribution. The standard deviation of 6.74 shows moderate variability. With a skewness of -1.91 and kurtosis of 5.44, WID exhibits strong negative skewness and a leptokurtic distribution. The Jarque-Bera statistic of 16.21 with a p-value of 0.0003 confirms a statistically significant departure from normality.

Table 2: Unit Root Test Results using Augmented Dickey-Fuller (ADF)

Variables	T-ADF	Lag Length	5% Level	Prob.	Remark	Decision
Gdpgr	-4.200026	1(1)	-3.065585	0.0058	Stationary	Reject H0
Eid	-4.504965	1(1)	-3.052169	0.0030	Stationary	Reject H0
Ictid	-2.372144	1(2)	-1.964418	0.0213	Stationary	Reject H0
Tid	-3.805025	1(1)	-3.052169	0.0118	Stationary	Reject H0
Wid	-3.973383	1(0)	-3.052169	0.0084	Stationary	Reject H0

Source: Computer Analysis using E-views 10.0

Unit root test result shows that all of the variables (EID, ICTID, TID WID and GDPGR) are stationary justifying the uniformity of the data.

TEST OF HYPOTHESIS

Ho1: Energy infrastructure has no significant effect on GDP growth rate of Nigeria.

Ho2: ICT infrastructure has no significant effect on GDP growth rate of Nigeria.

Ho3: Transportation infrastructure has no significant effect on GDP growth rate of Nigeria.

Ho4: Water infrastructure has no significant effect on GDP growth rate of Nigeria.

Method: ARDL
Date: 09/11/25 Time: 18:34
Sample (adjusted): 2006 2023
Included observations: 18 after adjustments
Maximum dependent lags: 1 (Automatic selection)
Model selection method: Akaike info criterion (AIC)
Dynamic regressors (0 lag, automatic): EID ICTID TID WID
Fixed regressors: C

Table 3. ARDL Regression Output

Dependent Variable: GDPGR

Variable	Coefficient	Std. Error	t-Statistic	Prob.*
GDPGR(-1)	0.661057	0.211257	3.129165	0.0087
EID	-0.103405	0.217710	-0.474967	0.6433
ICTID	-1.27E-09	1.22E-08	-	0.9188

			0.104165	
TID	-2.93E-05	2.72E-05	-1.078562	0.3020
WID	0.064660	0.141494	0.456978	0.6558
C	6.155148	9.557890	0.643986	0.5317

R-squared	0.703572	Mean dependent var	4.367778
Adjusted R-squared	0.580060	S.D. dependent var	2.365444
S.E. of regression	1.532874	Akaike info criterion	3.953367
Sum squared resid	28.19643	Schwarz criterion	4.250158
Log likelihood	-29.58031	Hannan-Quinn criter.	3.994291
Prob(F-statistic)	0.006415	Durbin-Watson stat	1.685107

Source: Author's E-view 10

Test of Hypothesis One

Ho: Energy infrastructure has no significant effect on GDP growth rate of Nigeria.

Interpretation of Result

The coefficient of EID is -0.103405, which is negatively related with GDPGR. It implies that a unit increase in energy infrastructure will result in 0.103405 unit decrease in GDP growth rate of Nigeria, which is against the stated a priori expectation.The probability value of EID is 0.6433, which is greater than the 5% level of significance. This implies that EID has a negative and insignificant effect on GDP growth rate of Nigeria within the period under review.

Test of Hypothesis Two

Ho: ICT infrastructure has no significant effect on GDP growth rate of Nigeria.

Interpretation of Result

The coefficient of ICTID is -1.27E-09, which is negatively related with GDPGR. It implies that a unit increase in ICT infrastructure will result in a 1.27E-09 unit decrease in GDP growth rate of Nigeria, which is against the stated a priori expectation. The probability value of ICTID is 0.9188, which is greater than the 5% level of significance. This implies that ICTID has a negative and insignificant effect on GDP growth rate of Nigeria within the period under review.

Test of Hypothesis Three

Ho: Transportation infrastructure has no significant effect on GDP growth rate of Nigeria.

Interpretation of Result

The coefficient of TID is -2.93E-05, which is negatively related with GDPGR. It implies that a unit increase in transportation infrastructure will result in 2.93E-05 unit decrease in GDP growth rate of Nigeria, which is not consistent with the stated a priori expectation.The probability value of TID is 0.3020, which is greater than the 5% level of significance. This implies that TID has a negative insignificant effect on GDP growth rate of Nigeria within the period under review.

Test of Hypothesis Four

Ho: Water infrastructure has no significant effect on GDP growth rate of Nigeria.

The coefficient of WID is 0.064660, which is positively related with GDPGR. It implies that a unit increase in water infrastructure will result in 0.064660 unit increase in GDP growth rate of Nigeria, consistent with the stated a priori expectation.The probability value of WID is 0.6558, which is greater than the 5% level of significance. This implies that WID has a positive and insignificant effect on GDP growth rate of Nigeria within the period under review.

Discussion of Findings

Energy Infrastructure and GDP Growth in Nigeria

The study revealed that energy infrastructure had a negative but statistically insignificant effect on GDP growth. This suggests that while electricity is expected to drive industrial and household productivity, inefficiencies in supply and distribution have weakened its impact. This result is consistent with Anim and Ishioro (2025), who found that electricity consumption produced a negative and insignificant effect on growth across African countries, reflecting the weakness of energy systems in the region.

ICT Infrastructure and GDP Growth in Nigeria

The findings showed that ICT infrastructure also had a negative and statistically insignificant impact on GDP growth. Although ICT has the potential to accelerate growth through digital innovation, its contribution during the study period was limited. This outcome supports the

work of Ikubor et al. (2024), who observed that ICT had little effect on Nigeria's growth, despite positive spillovers from financial sector expansion.

Transport Infrastructure and GDP Growth in Nigeria

The results indicated that transport infrastructure exerted a negative but insignificant effect on GDP growth. This means that transport investments during the period did not translate into substantial economic benefits. Akomolehin et al. (2025) reached a similar conclusion, attributing the poor performance of transport projects to weak governance, corruption, and inadequate project implementation.

Water Infrastructure and GDP Growth in Nigeria

Water infrastructure was found to have a positive but statistically insignificant effect on GDP growth. While improved access to water supports productivity, health, and agriculture, its link to GDP growth remained weak. This finding aligns with Anim and Ishioro (2025), who reported a positive but insignificant relationship between access to clean water and growth in Africa. However, it contrasts with Olunkwa and Nwaogwugwu (2025), who demonstrated that investment in utilities, including water, significantly enhanced Nigeria's economic growth in both the short and long term.

Recommendations

Based on the study's findings, the following policy recommendations are made:

- Strengthen Energy Infrastructure:
- Prioritize consistent investment in electricity generation, transmission, and distribution, while ensuring transparency and accountability. Encourage public-private partnerships to improve efficiency and reduce system bottlenecks.
- Expand ICT Infrastructure:
- Promote affordable broadband access, reduce internet costs, and extend digital coverage. Strengthen regulatory frameworks to attract private sector participation and foster innovation in the ICT sector.
- Reform Transport Infrastructure Management:
- Address corruption and weak oversight to improve project delivery. Focus on timely completion, routine maintenance, and expansion of road, rail, and port facilities to enhance trade and productivity.
- Mainstream Water Infrastructure into Economic Policy:
- Integrate water supply systems into industrial and agricultural planning. By improving water access for households, industries, and agriculture, the sector can better support health, food security, and industrial growth.

IV. CONCLUSION

Infrastructural development remains a cornerstone for achieving sustainable economic growth in Nigeria. Without efficient transportation networks, stable power supply, accessible healthcare, quality education systems, and reliable digital infrastructure, economic activities are stifled, investments are discouraged, and productivity is undermined. As the nation grapples with challenges such as unemployment, poverty, and inequality, prioritizing infrastructure offers a clear pathway to stimulate industrialization, attract both local and foreign investment, and improve the overall standard of living. For Nigeria to realize its full economic potential, infrastructural development must not only be seen as a government responsibility but also a collective national priority, requiring coordinated efforts, transparent policies, and sustained investments. Only through this strategic focus can Nigeria build a resilient economy capable of meeting the demands of the 21st century.

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