



# **SURVEY ANALYSIS REPORT ON THE IMPACTS OF FUEL SUBSIDY REMOVAL AND SUGGESTIONS FOR PALLIATIVES**

**JULY 2023**





## TABLE OF CONTENT

Executive summary .....	3
Introduction .....	4
Background .....	4
Objective .....	5
Methodology .....	5
Target audience .....	6
Scope of the survey .....	6
Demographic characteristics of survey respondents .....	7
Key findings/results .....	9
1. Impact of fuel subsidy removal	
2. Coping measures	
3. Suggestions for palliative measures	
General recommendation .....	
Conclusion .....	
Appreciation .....	
List of Figures .....	



## EXECUTIVE SUMMARY

This survey was undertaken by the Centre for Transparency Advocacy (CTA) regarding the "impact of fuel subsidy removal in Nigeria and suggestions for palliative measures". The essence of the survey was to evaluate the consequential outcomes of fuel subsidy removal on the living conditions of Nigerians.

Responses from 1,041 respondents revealed challenges arising from the higher cost of commodities, which had a significant impact on household budgets. Additionally, the increase in transportation expenses further raises the financial burden of citizens and contributing to the overall rise in the cost of living. Moreover, the escalation in food prices has also exacerbated financial pressures for communities.

The removal of fuel subsidies has also affected the cost of education, with higher school fees leading to a rise in school dropouts and posing challenges for students and their families. Vulnerable groups, especially persons with disabilities, faced increased financial burdens, are not excluded in economic hardship imposed by fuel subsidy removal.

The survey results also show that business owners experienced a threefold increase in expenses; affecting turnovers and profit margins, and subsequently leading to business closures to some that cannot withstand the new economic realities. Also to add is that, the increasing cost of living, rise in cost of services, goods and raw materials has largely affected business where in most cases business owners reduce workforce or cut down the size of business operations.

Arising from the prevailing economic realities imposed by fuel subsidy removal, individuals and communities employed various strategies to adapt and cope with the increasing cost of living. Notable measures included in this adaptation strategies are: reducing cost by cutting down all unnecessary expenses, optimizing fuel consumption, and embracing energy-saving practices.

To mitigate the impact of subsidy removal, palliative measures were suggested at different levels of government. At the community and Local Government Area level, free transportation, cash transfers to vulnerable groups, distribution of food items, and involvement of community-based organizations were proposed. Additionally, supporting agriculture and empowering members of the community with livelihood coping skills were recommended.

At the State and Federal level, measures such as reducing tax rates, regulating commodity prices, implementing mass transit schemes, and increasing minimum wages were suggested. Furthermore, establishing critical infrastructure and providing support in sectors like agriculture, education, health, and small and medium-sized enterprises (SMEs) were deemed necessary.

Faith Nwadishi  
Executive Director



## 1. INTRODUCTION

The discontinuation of fuel subsidy has been a significant and persistent concern due to the high incidence of corruption and misappropriation of funds related to it. During the 2023 presidential elections, the removal of fuel subsidy emerged as a significant point of discussion. The abrupt termination of fuel subsidy has had a significant impact on Nigerians, resulting in an increase in commodity prices and disproportionately affecting vulnerable groups.

This report presents the analysis of responses from a survey conducted by the Centre for Transparency Advocacy (CTA) on the coping mechanisms of citizens regarding the sudden removal of fuel subsidy in Nigeria and recommendations for palliatives. The survey aimed to gather insights from diverse sectors, capturing the experiences of individuals impacted by subsidy removal. Through this comprehensive survey, the report also offers valuable recommendations and conclusions based on the responses provided by respondents from various zones and states in Nigeria.

## 2. BACKGROUND

The removal of fuel subsidy in Nigeria was a response to longstanding concerns about corruption, mismanagement, and the financial implications of the subsidy regime. Experts and analysts had widely criticized the subsidy regime, describing it as a conduit for corruption and fraud.

Under the administration of President Muhammadu Buhari, an estimated \$26 billion was reportedly spent on fuel subsidy over an eight-year period. This staggering amount raised serious questions about the effectiveness and sustainability of the subsidy program, as well as the potentials for corruption and financial mismanagement.

With the passage of the Petroleum Industry Act in 2021, the question about when the subsidy will be eventually removed surfaced, after much delay from the administration of President Buhari administration, he pegged the date to June 30, 2023, leaving the decision to be implemented by the incoming administration.

The issue of petrol subsidy became a prominent topic in the 2023 presidential election, with all the major candidates making commitments to address and ultimately remove the subsidy. The new administration, led by President Bola Ahmed Tinubu, took office on May 29th, 2023, and promptly communicated the removal of subsidy as it was not captured in the 2023 Budget.

Despite previous attempts to remove the subsidy, these efforts had been unsuccessful due to various factors, including political considerations and resistance from vested interests. However, the current administration demonstrated a strong political will to address the issue and took decisive action to end the subsidy regime, though without a clear plan on how to address the challenges the policy is likely to present.



Since the removal of the subsidy, Nigeria has experienced a significant increase in the cost of living. The rise in fuel prices has led to higher transportation costs, which, in turn, have affected the prices of essential goods and services. Additionally, the increase in electricity tariffs has added to the financial burden faced by the citizens.

The removal of fuel subsidy has sparked public outcry and highlighted the urgent need for greater transparency and accountability in the management of subsidy funds. Organized labour, though has been engaging the government and recently reached an agreement to give an 8 weeks window for a committee to come in with suggestions for solutions, they have not involved a broad spectrum of Nigerians who do not fall within the management of organized labour and their voices have not been part of the solutions. The exclusion of citizens from the negotiations has emphasized the importance of citizen participation in decision-making processes related to the allocation and utilization of resources, particularly in sectors such as health, education, and power, which directly impact the well-being and livelihoods of the Nigerian people.

In light of these challenges, the Centre for Transparency Advocacy recognizes the critical need for interventions that promote transparency, accountability, and citizen empowerment in the subsidy dialogue. The proposed national conference seeks to collate recommendations on addressing the challenges occasioned by subsidy removal. By convening stakeholders from various sectors, it aims to create a platform for dialogue, exchange of ideas, and collaboration, with the ultimate goal of identifying practical measures that will mitigate the adverse effects of fuel subsidy removal on citizens, especially vulnerable groups.

### **3. OBJECTIVES OF THE SURVEY**

- To obtain citizen feedback on the removal of fuel subsidy.
- To explore coping mechanisms employed by citizens in response to the subsidy removal.
- To gather suggestions for palliative actions at the grassroots, state, and national levels to mitigate the impact of the subsidy removal.

## **4. SURVEY METHODOLOGY**

### **4.1 Introduction**

This section provides details on the survey methodology and the chosen sampling design. It centres on various aspects, including respondent selection, questionnaire development, administration procedures, ethical considerations, and study limitations

### **4.2 Selection of Respondents**

Given that the identified issue concerns the impact of fuel subsidy removal in Nigeria as a whole, it was imperative to ensure comprehensive coverage of various states and geo-political zones. To achieve this, the survey employed a stratified random sampling technique,



aiming to achieve representation across diverse demographic variables, including age, gender, geographic location, and socio-economic status.

### **4.3 Development and administration of the survey**

The survey questionnaire was carefully crafted with guidance and contributions from the CTA Executive Director and technical team. The administration of the survey occurred through a Google form accessible via a shared link (put the google link here) on CTA's diverse social media platforms, groups, and contacts. Respondents were given the freedom to participate at their own discretion, and to uphold confidentiality, no personal data, such as names, was collected during the process.

### **4.4 Ethical Consideration**

Confidentiality was strictly maintained throughout the survey process. Respondent responses were anonymized, and no personally identifiable information, including names, was associated with the collected data. Participation in the survey was entirely voluntary, with respondents free to decide whether or not to fill out the form.

### **4.5 Limitations of the Survey**

One notable limitation of this survey pertains to the difficulty in reaching individuals without any form of education and lacking access to a browsable device. This challenge arises from the limitations inherent in the survey platform and the distribution methods employed to share the survey questions. As a result, the representation of this particular demographic group in the survey sample is limited.

### **4.6 Analysis**

Data collected from the online survey – responses derived from the filling of the Google form- were stored in a Microsoft Excel spreadsheet, and thereafter analysed by collecting and comparing similar responses under each section of questions to gain a comprehensive understanding of response.

## **5. TARGETED AUDIENCE**

The targeted audience encompasses a diverse cross-section of the Nigerian population, representing various demographics and perspectives. This is to help foster a deeper understanding of the effects of the subsidy removal on the Nigerian population since the removal of the fuel subsidy affects citizens nationwide. The goal is to gather comprehensive data, insights and recommendations that can be included in a compendium for submission to the Federal Government for further action.

The survey was carried out in an anonymous setting so that only the sectors and job titles were seen by CTA upon receipt of the filled-in Google form.

In order to ensure widespread coverage of the survey, the CTA Secretariat used social media posts on official CTA channels to circulate the link and invite people to participate.



## 6. SCOPE OF THE SURVEY

Geographically the survey was designed in such a way that respondents across the six geopolitical zones in Nigeria have the chance to participate.

The survey contained a total of 4 broad questions on what subsidy is and the impact of the removal of fuel subsidy on the general masses. The Google online questionnaire was simplified in a way that it could encourage respondents to provide responses based on their different encounters, challenges and give palliative measures at different levels.

The questions asked were;

- What is your understanding of subsidy?
- How has the removal of the fuel subsidy impacted you?
- How are you coping with the removal of fuel subsidy?
- What is/are your suggestion(s) for palliative measures at the community, State and Federal levels

The survey was launched on the 12<sup>th</sup> of July 2023 and remained open till the 21<sup>st</sup> of July 2023. In that timeframe, CTA received a total of 1,041 responses covering different sectors which was listed on the form.



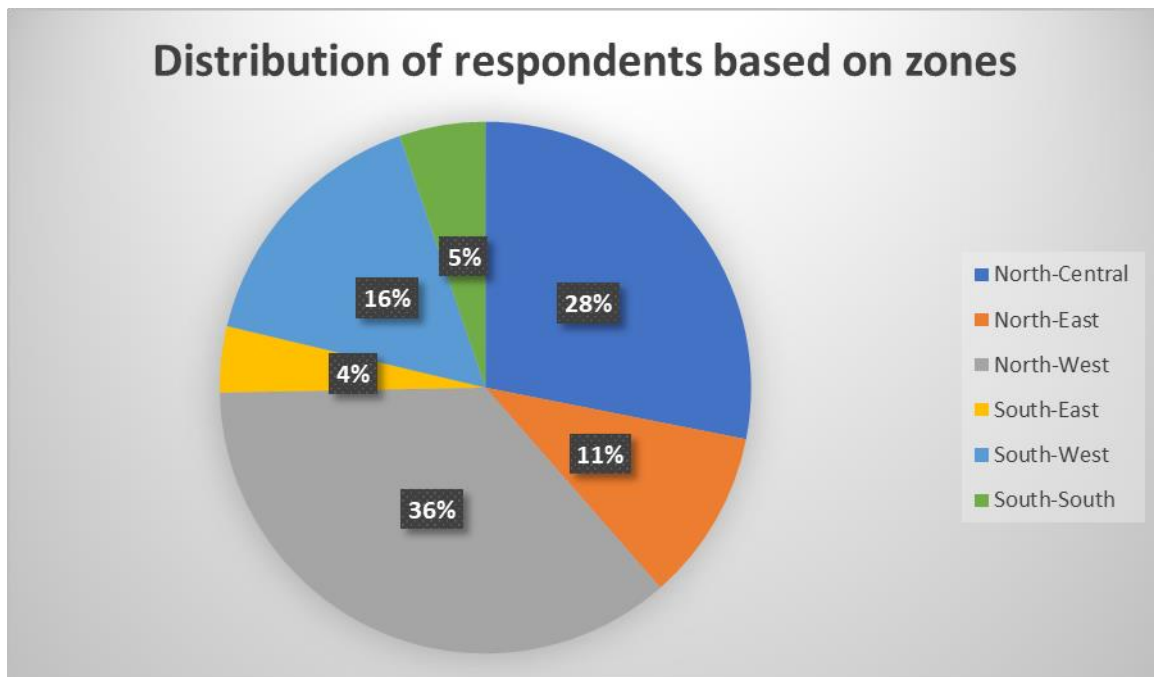
## SURVEY RESULTS AND DISCUSSIONS

### 7. DEMOGRAPHIC CHARACTERISTICS OF SURVEY RESPONDENTS

Among the 1041 respondents surveyed, 70% were identified as male, while 30% were identified as female. Notably, 7% of the total population represented persons living with disabilities (PWDs).

#### 7.1 Percentage distribution of respondents based on geo-political zones

Responses were gathered from participants residing in all the geopolitical zones of Nigeria, with 36% from North-West, 28% from North-Central, and 16% from South-West zones emerging as the three most heavily represented regions in the survey.

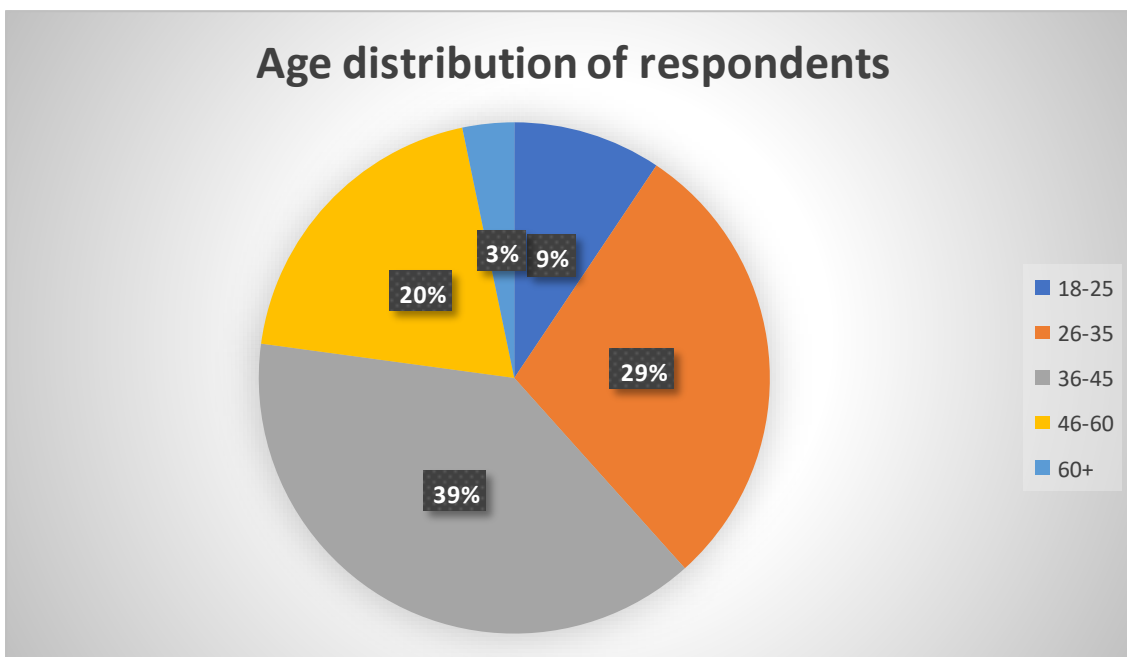


**Figure 1: Chart showing distribution of respondents according to geo-political zones**



### 7.2 Represented Age range

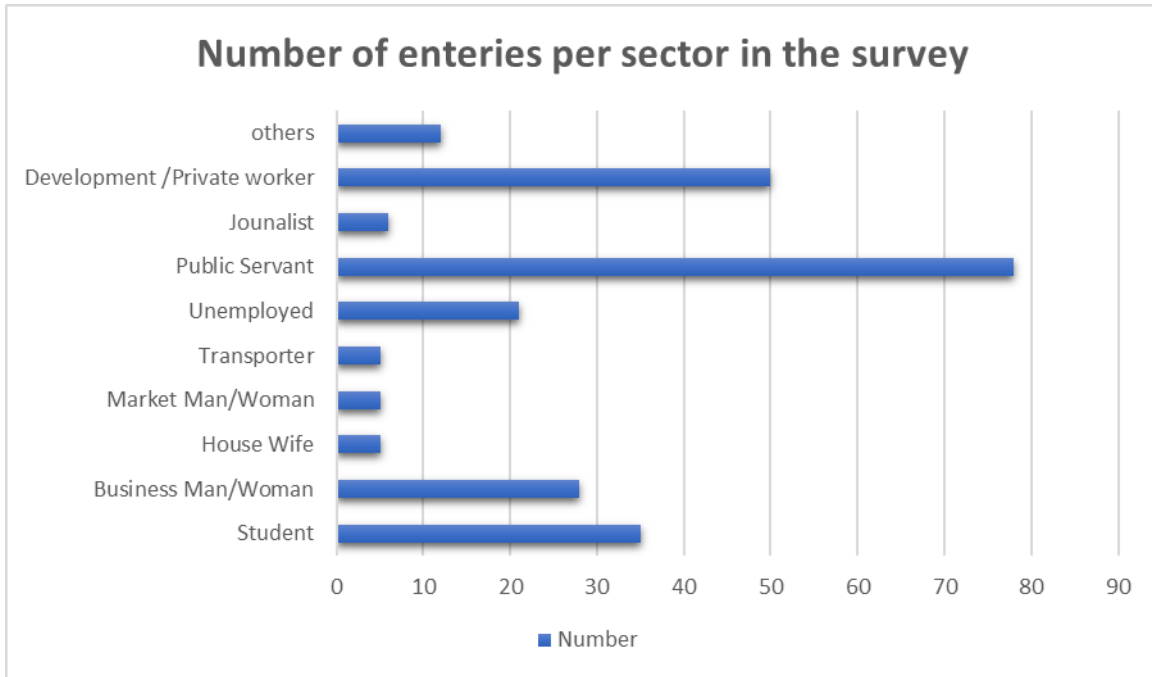
The age range of the respondents between 36 –45 and 26- 35 were 39% and 29% respectively. Only about 3% were 60 years and above. This implies that about a total of 68% of the respondents are in active age and engage in various activities that involve the use of fuel in the study areas. It implies that the respondent that falls in the ages between 36-45 are the one that are feeling the effect of the removal of fuel subsidy and they also have a deeper understanding of the effects of the subsidy removal on the Nigerian population.



**Figure 2: Chart showing age distribution of respondents**

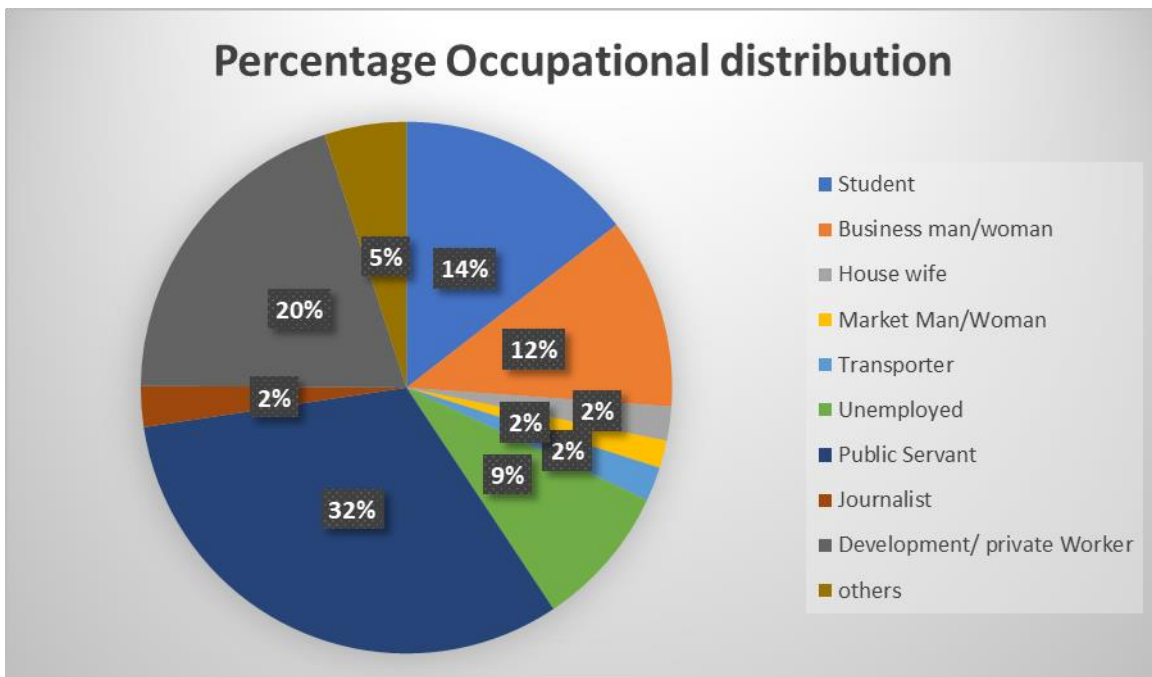
### 7.3 Represented Sector

From the 1041 received entries, several sectors were represented as depicted in the Table with most respondents coming from the public servants, development/Private workers and students.



**Figure 3: showing table of entries of respondents pe sector**

#### 7.4 Represented Occupational Sector

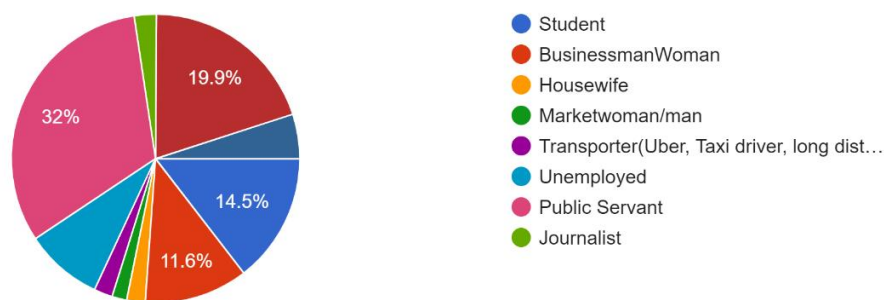


**Figure 4: showing percentage of occupational distribution of respondents**

## 7.4: INCOME DISTRIBUTION

Income distribution of the respondents from Figure 5 below revealed that about 33% of the respondents' are public servants, 19.9% are Businessman and Business woman while other respondents that fall below 19.9% are really affected by the effect of fuel subsidy remover. According to economic theory, the level of consumption of an individual depends largely on his level of current income as propounded by Keynes, the absolute income hypothesis; it states that, "the current real income is the most important determinant of consumption in the short run". In other words, the higher the individual's level of income, the higher will be his consumption level.

Occupation



**Figure 5: Chart showing occupation distribution of survey respondents**

## 8. DISCUSSION OF KEY FINDINGS/RESULTS

This section covers an analysis of the general impacts of fuel subsidy and suggestions for palliative measures from respondents.

A significant majority of the population, exceeding 90%, demonstrated a clear comprehension of the concept of subsidy to varying degrees.

### 8.1 IMPACTS OF FUEL SUBSIDY REMOVAL

The removal of fuel subsidy can have significant implications for an economy and its citizens. While it may lead to positive long-term outcomes, its immediate effects can be challenging for certain sectors and individuals.

Here are the most common impacts based on the responses from respondents

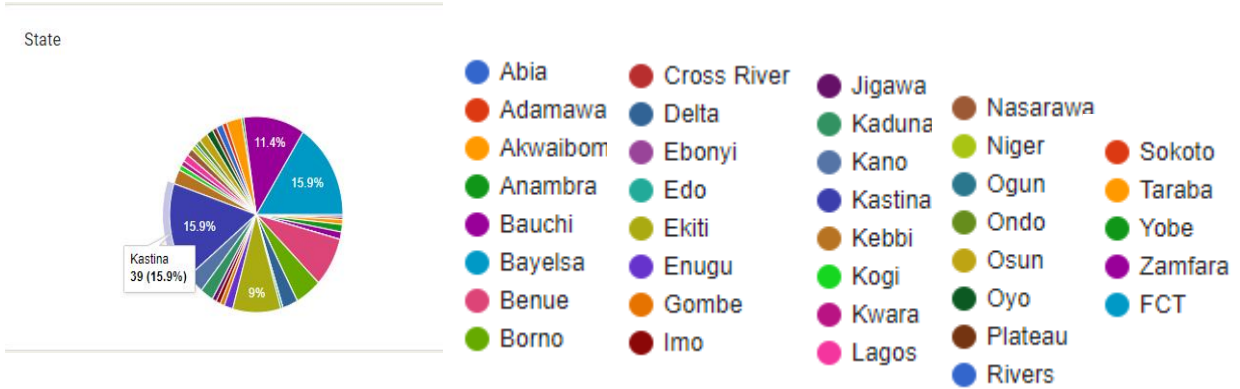


**Figure 6: Showing the impacts of Fuel Subsidy on the citizens**

## **IMPLICATION OF REMOVAL OF FUEL SUBSIDY IN DIFFERENT STATES IN NIGERIA**

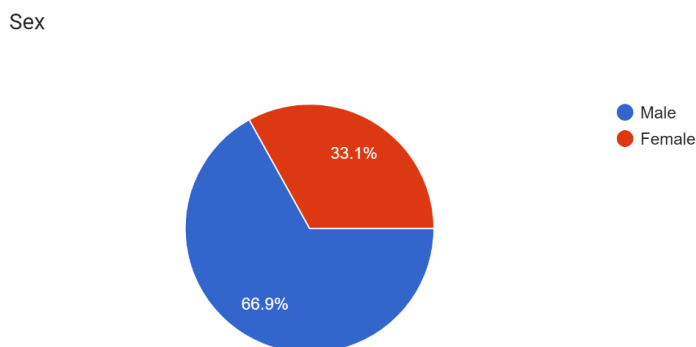
There are economic arguments for removing fuel subsidies, some said fuel subsidies are not efficient as they result in redistribution in the economy, and also inequitable as the rich people received more of the benefits than poor. Ijaiyi, (2007) have shown that fuel subsidies are ineffective in fuelling economic growth or ensuring equitable distribution of income. In fact, most of studies suggested that fuel subsidy hamper economic growth and undermined the principle of equity (Li Chaoping, 2005). This is consistent with Iba, (2009) who point that subsidy reform more affects real household income.

Based on the chart, the classification of effect of fuel subsidy on different state in Nigeria from the distribution of the respondents revealed that majority of the respondent feeling the effect of fuel subsidy on Nigeria population are from Katsina state and Bayelsa state which are 15.9% respectively.



**Figure 7: chart showing percentage distribution of respondents across states**

The classification of marital status from the distribution of the respondents revealed that 66.9% were male and 33.1% were female. It can be seen that most of the respondents were male. The marital status of a person is expected to determine the extent of responsibility of that person and the manner in which he or she will allocate scarce resources at his or her disposal. This implies that majority of the respondents may require high quantity of fuel and hence the effect of subsidy removal on the products demanded for livelihood sustenance. This finding confirms the study by [20]. The marital status indicates the weight of responsibility, the extent of commitment to his or her job as well as the quantity of fuel he or she is likely to use at a point in time.



**Figure 8: Chart showing gender distribution of survey respondents**



## DISTRIBUTION OF SURVEY RESPONDENTS ACROSS NIGERIAN STATES

This study shows that 100% of the respondents in all Local Government Areas in Abia state, Adamawa state, Bauchi State, Edo state, Kwara state, Ogun state and Rivers; 50% of the respondents in various Local Government distribution of Kogi state, Gombe state, Imo State, Jigawa State, Kano State, Niger State, Ondo State, Plateau State and Sokoto State and respondents below 50% are in Benue State, Delta State, Edo State, Enugu State, Kaduna State, Katsina State, Kebbi State, Nasarawa State, Oyo state, Taraba State and FCT. This survey implies the level of understanding of the respondents on the effects of the subsidy removal on the Nigerian population. This shows that state respondents in Nigerian states of 50% and above are really feeling the effect of the removal of fuel subsidy in Nigeria.

### Abia

#### Local government Area

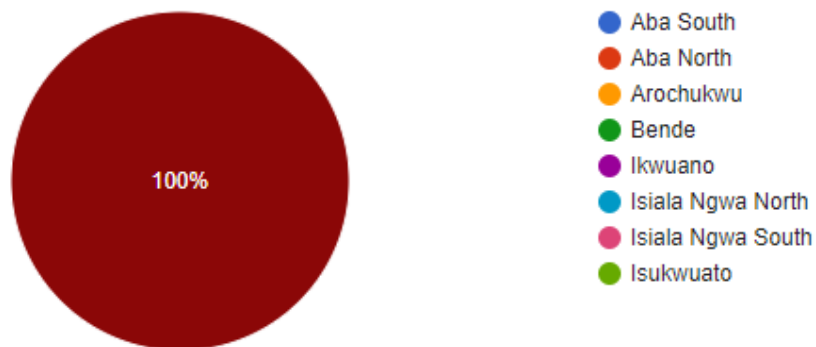


Figure 9: Chart showing respondents distribution in Abia state

## Adamawa

### Local Government

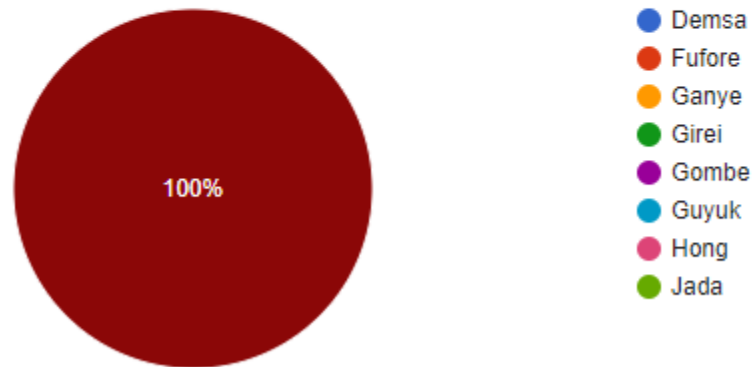


Figure 10: Chart showing respondents distribution in Adamawa state

## Akwaibom

### Local Government

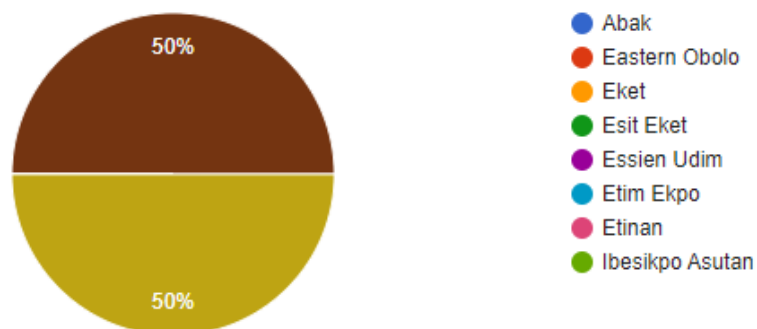


Figure 10: Chart showing respondents distribution in Akwa Ibom state



## Anambra

### Local Government

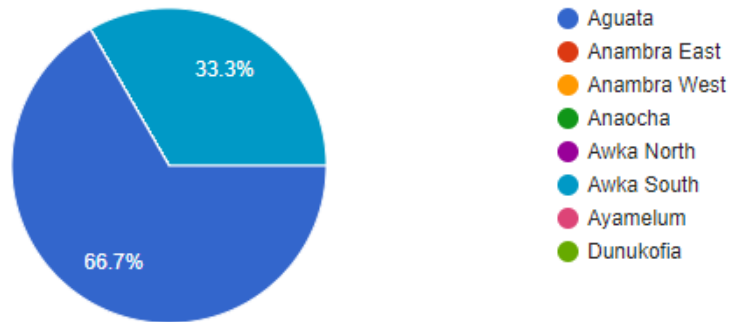


Figure 11: Chart showing respondents distribution in Anambra state

## Bauchi

### Local Government

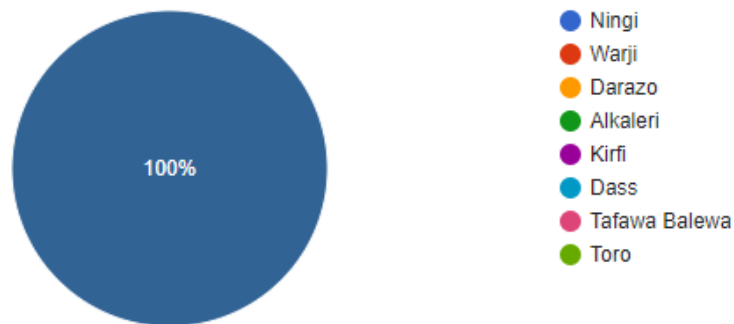


Figure 12: Chart showing respondents distribution in Bauchi state

## Benue

### Local Government

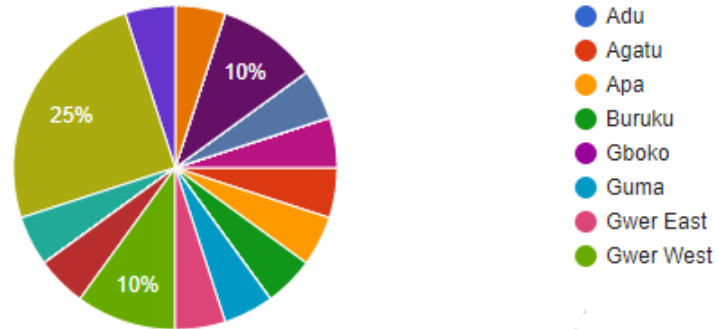


Figure 13: Chart showing respondents distribution in Benue state

## Borno

### Local Government

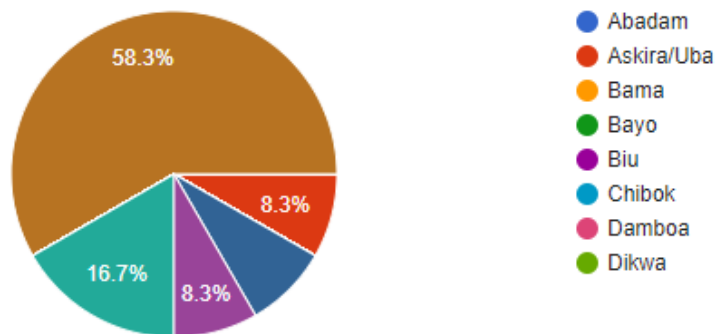


Figure 14: Chart showing respondents distribution in Borno state

Delta

Local Government

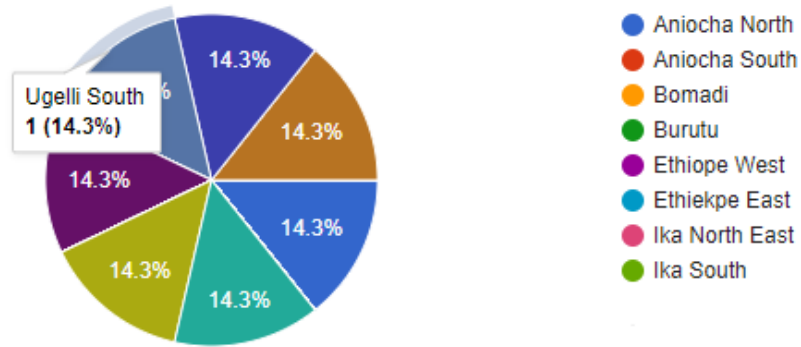


Figure 15: Chart showing respondents distribution in Delta state

Edo

Local Government



Figure 16: Chart showing respondents distribution in Edo state

Ekiti

Local Government

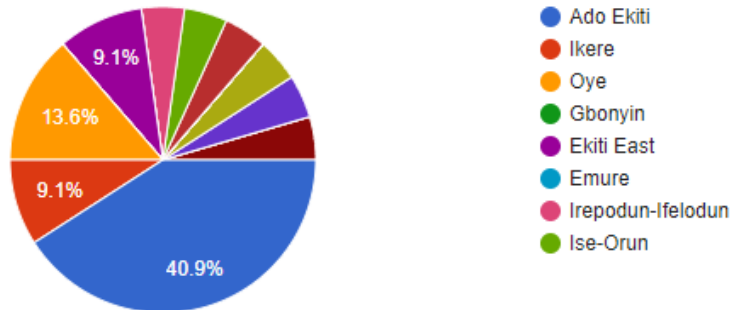


Figure 17: Chart showing respondents distribution in Ekiti state

Enugu

Local Government

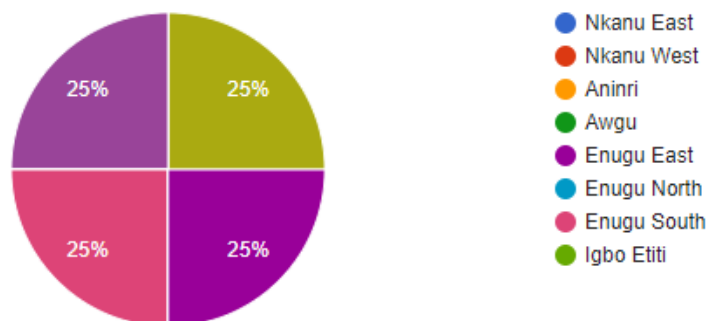


Figure 18: Chart showing respondents distribution in Enugu state

Gombe

Local Government

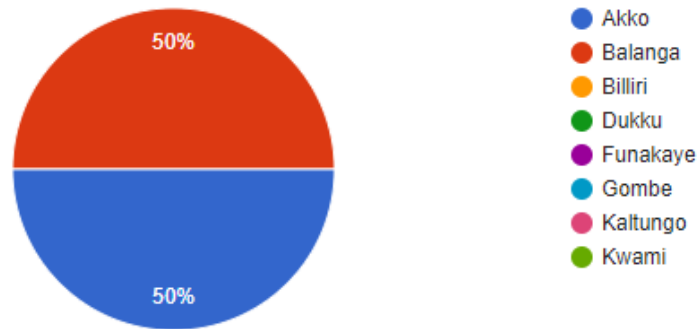


Figure 19: Chart showing respondents distribution in Gombe state

Imo

Local Government

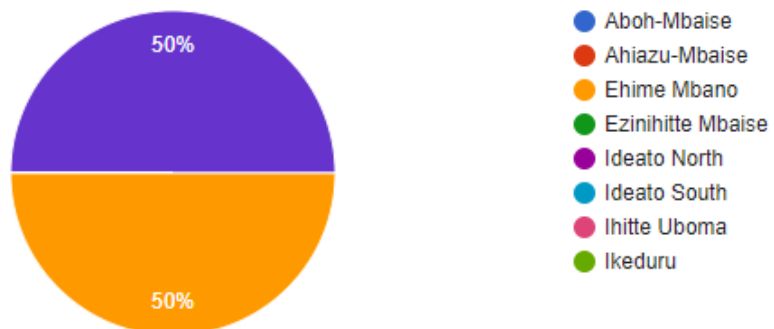


Figure 20: Chart showing respondents distribution in Imo state

## Jigawa

### Local Government

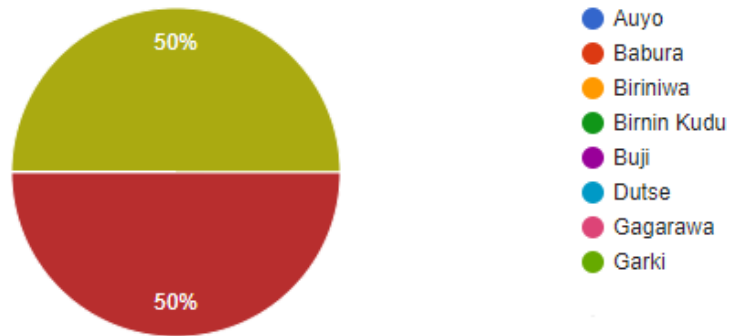


Figure 21: Chart showing respondents distribution in Jigawa state

## Kaduna

### Local Government

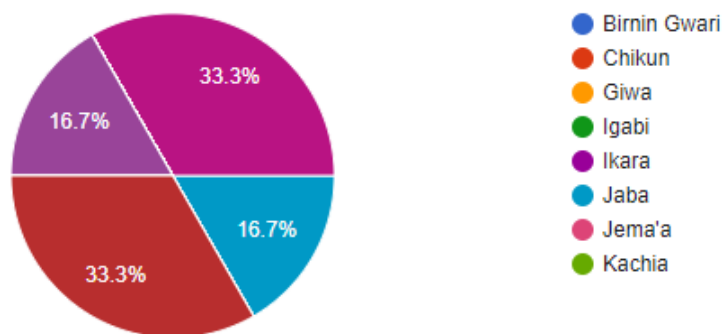


Figure 22: Chart showing respondents distribution in Kaduna state

Kano

Local Government

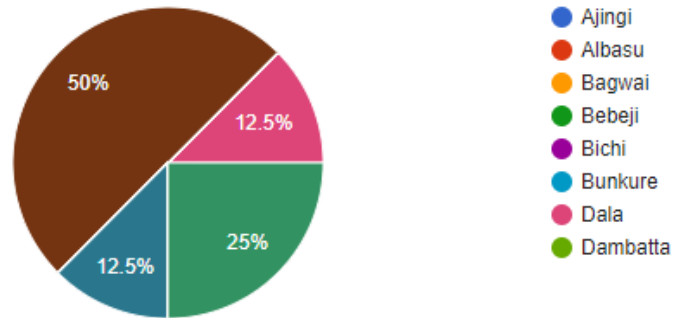


Figure 23: Chart showing respondents distribution in Kano state

Kastina

Local Government

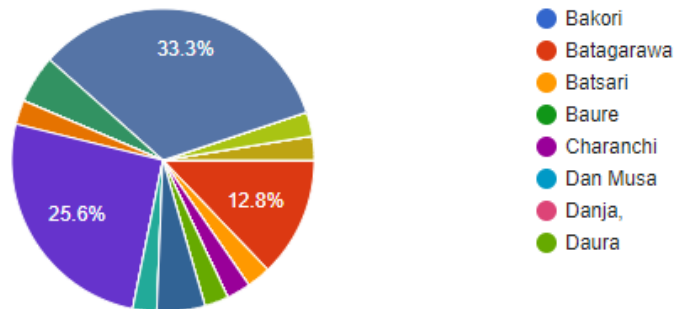


Figure 24: Chart showing respondents distribution in Kastina state



Kebbi

Local Government

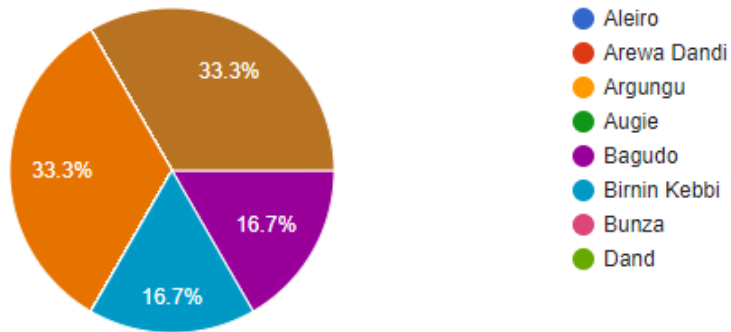


Figure 25: Chart showing respondents distribution in Kebbi state

Kogi

Local Government



Figure 26: Chart showing respondents distribution in Kogi state

Kwara

Local Government



Figure 27: Chart showing respondents distribution in Kwara state

Lagos

Local Government

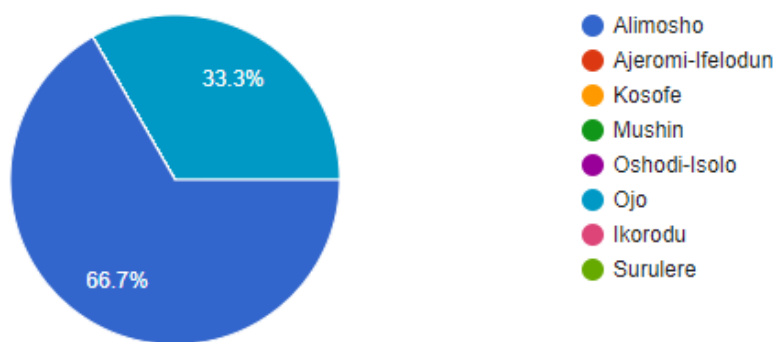


Figure 28: Chart showing respondents distribution in Lagos state

## Nasarawa

### Local Government

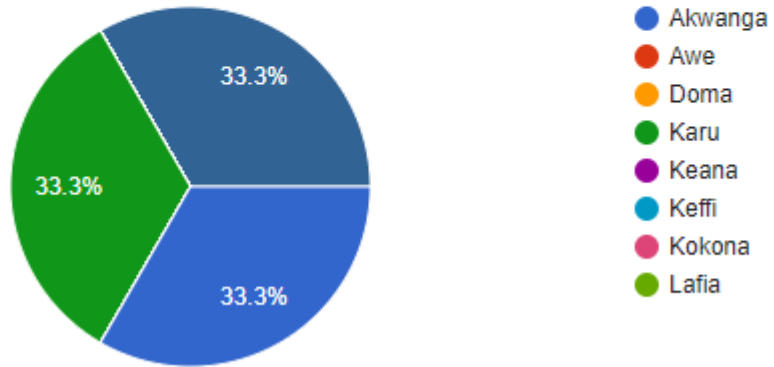


Figure 28: Chart showing respondents distribution in Nasarawa state

## Niger

### Local Government



Figure 29: Chart showing respondents distribution in Niger state

Ogun

Local Government



Figure 30: Chart showing respondents distribution in Ogun state

Ondo

Local Government



Figure 31: Chart showing respondents distribution in Ondo state

Osun

Local Government

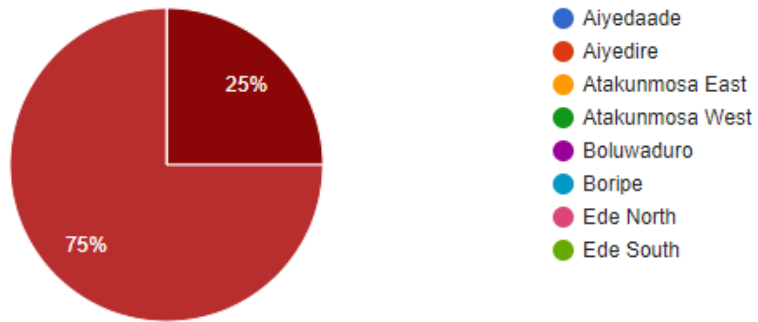


Figure 32: Chart showing respondents distribution in Osun state

Oyo

Local Government

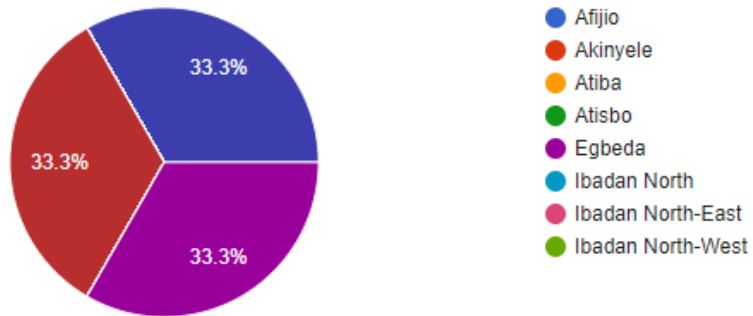


Figure 33: Chart showing respondents distribution in Oyo state

Plateau

Local Government

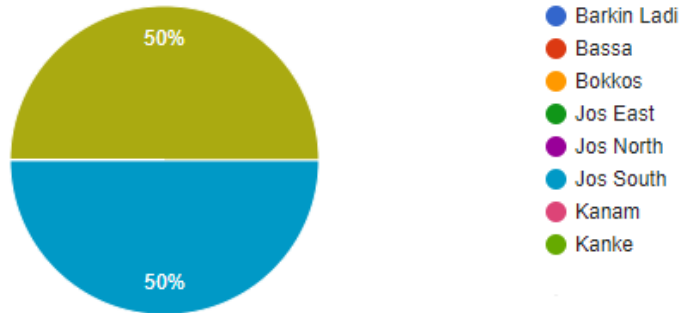


Figure 34: Chart showing respondents distribution in Plateau state

Rivers

Local Government

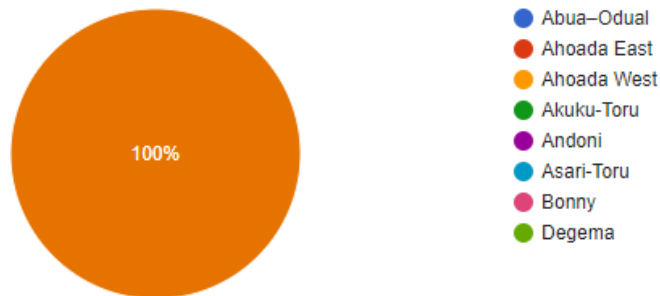


Figure 35: Chart showing respondents distribution in Rivers state

Sokoto

Local Government

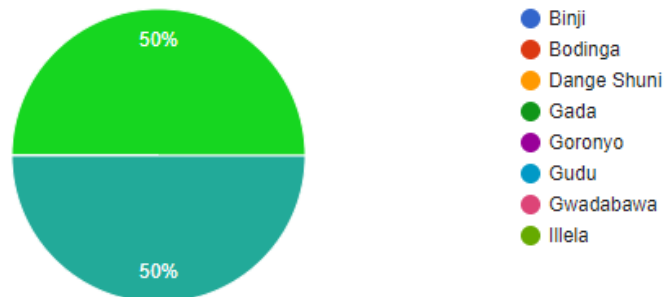


Figure 36: Chart showing respondents distribution in Sokoto state

Taraba

Local Government

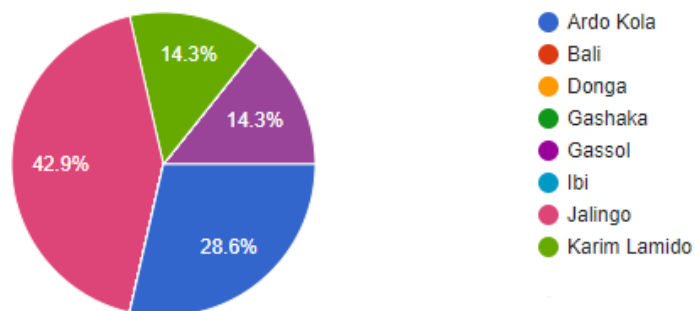


Figure 37: Chart showing respondents distribution in Taraba state



Yobe

Local Government

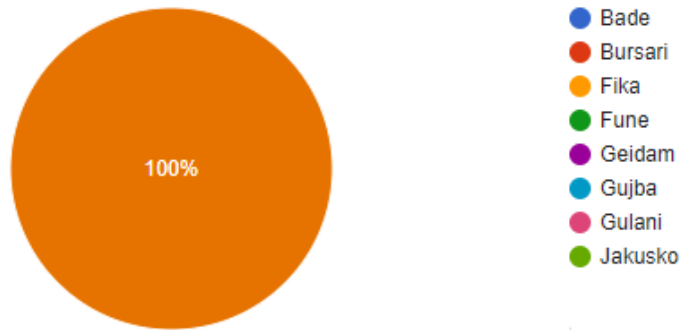


Figure 38: Chart showing respondents distribution in Yola state

Zamfara

Local Government

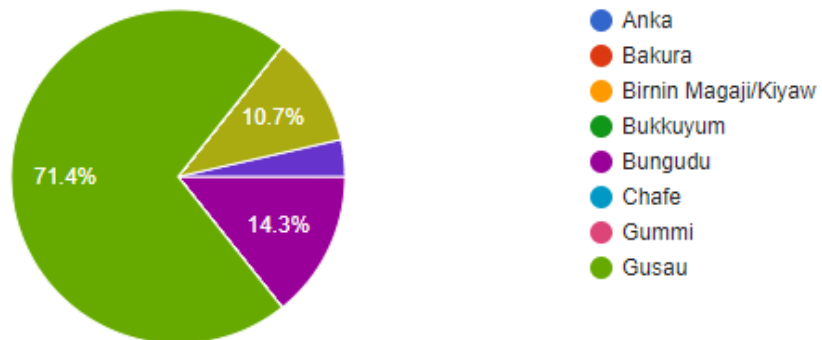
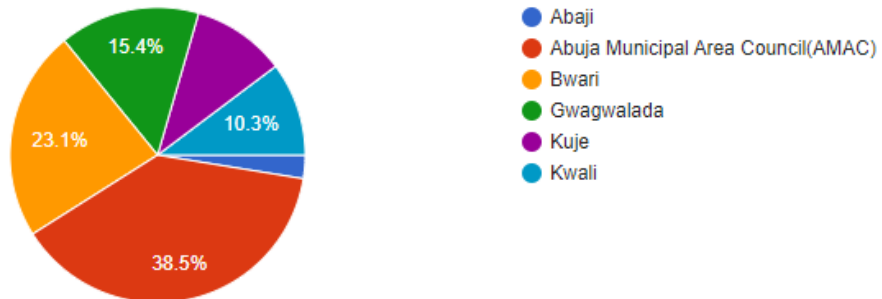


Figure 39: Chart showing respondents distribution in Zamfara state

## Federal Capital Territory(FCT)

### Local Government



**Figure 40: Chart showing respondents distribution in F.C.T**

## DIRECT IMPACTS OF FUEL SUBSIDY REMOVAL ON NIGERIANS

Flowing from our survey results, respondents wee able to identify the folowing impacts of fuel subsidy removal on Nigerian citizens:

1. **Living conditions:** The removal of fuel subsidy has had diverse effects on the living standards of citizens. While there is a general increase in the standard of living, it has brought challenges to some individuals and families. Many citizens have experienced a rise in their living standards, but for some, the cost of living has become burdensome due to the increase in prices of commodities. Despite consistent incomes, the higher cost of goods has impacted household budgets significantly.
2. **Transportation and Feeding:** One of the negative effects of fuel subsidy removal is the increased cost of mobility. This has led to a rise in transport fares, burdening commuters with higher transportation expenses. Also, in an increase in the prices of food items, causing a surge in the overall cost of living for various communities.
3. **School attendance/fees:** The removal of fuel subsidy has led to a significant increase in school fees, resulting in a rise in school dropouts. With the escalated cost of education, many students are unable to afford the higher fees, leading to reduced attendance in schools. The impact of increased expenses on education has become a concerning challenge for students and their families.
4. **Vulnerable groups:** The removal of fuel subsidy has had discouraging effects on vulnerable groups, particularly in the pursuit of their dreams, especially in the area of education. People living with disabilities (PWDs) are facing challenges and dropping out of school due to the increased financial burden. Additionally, unemployed PWDs are experiencing heightened levels of suffering as a result of subsidy removal. The impact on these vulnerable segments of society underscores the need for targeted interventions and support to mitigate the adverse effects.



5. **Business owners:** The removal of fuel subsidy has significantly impacted the cost of doing business, resulting in a threefold increase in expenses for entrepreneurs. This escalation in business costs has led to reduced turnovers and profit margins, posing considerable challenges for small businesses. Many small enterprises have faced such financial strain that they are forced to fold up their operations due to the adverse effects of subsidy removal.
6. **Poor output in the workplace and the social life of people:** it has resulted in poor output in the workplace and has also affected the cost of living, access to services, participation in social events, and community interactions.

## 8.2 COPING MEASURES

During the survey, respondents were able to highlight various coping measures employed to navigate the challenges posed by increased living costs and transportation expenses. Notable strategies include;

1. **Cost of Living Reduction:** Individuals and households have been cutting down on expenses, especially related to food and transportation, to manage the overall cost of living effectively.
2. **Fuel Consumption Reduction:** With fuel prices higher, there has been a significant reduction in fuel consumption, estimated at about 75%, as people prioritize fuel-efficient practices.
3. **Alternative Transportation:** To save on fuel expenses, some individuals have opted to cover certain distances on foot rather than relying on vehicles.
4. **Changes in Food Habits:** The increased cost of living has led to a drastic reduction in the quality and quantity of food consumed by some households.
5. **Financial Planning:** Many individuals have adjusted their financial planning, including cutting down domestic expenses, training costs, and prioritizing spending on essential needs.
6. **Flexible Work Schedules:** Some offices have introduced hybrid work schedules, reducing the number of days employees are required to report to the office, which can help in minimizing commuting costs.
7. **Public Transport Utilization:** The use of public transport has become more prevalent than personal mobility, as it offers a more cost-effective means of transportation.
8. **Proactive Trip Planning:** Planning trips and errands ahead of time has become essential in optimizing fuel consumption and reducing transportation expenses.
9. **Energy-Saving Practices:** Embracing energy-saving practices at home and in businesses has become more crucial in managing overall expenses.

## 8.3 SUGGESTIONS FOR PALLIATIVE MEASURES

Respondents were able to profile measures, actions, or interventions that will help alleviate or reduce the effect of the sudden fuel subsidy removal at different levels.



## Community and LGA Level

- Provide free transportation systems within the community to aid movement.
- Cash transfer to community members, especially to the most vulnerable groups to alleviate financial hardships.
- Distribute food items and essential relief materials to the poorest individuals in the community.
- Involve community-based organizations in distributing essential grains regularly to support and encourage farming.
- Train members of the community on livelihood coping skills and empower them for self-reliance.
- Provide agriculture loans to farmers and traders to support their livelihoods.
- Philanthropic distribution of food commodities by affluent individuals within the community.
- Support farmers with chemicals and fertilizers for agricultural productivity.

## State and Federal Level

- Reduce tax rates for private businesses to ease financial burdens.
- Regulate commodity prices to ensure affordability and accessibility.
- Implement mass transit schemes for convenient and affordable transportation
- Increase minimum wages and salaries to improve financial stability.
- Establish critical infrastructure to boost economic growth and development.
- Provide support in the areas of agriculture, education, health, and small and medium-sized enterprises (SMEs).
- Introduce cooperative stores with essential commodities sold at subsidized rates.
- Train citizens on livelihood coping skills and empower them to become self-sufficient.
- Reintroduce subsidies on essential commodities like food, health and electricity.
- Provide cash transfers and grants to vulnerable groups, farmers, traders, women, and youth.
- Support citizens with alternative sources of energy to offset fuel costs.
- Transparently collect accurate data for all sectors of the economy and allocate appropriate aid accordingly.
- Consider opening borders to ensure access to surplus food.

## 9. GENERAL RECOMMENDATIONS

- **Targeted Support for Vulnerable Groups:** The government should prioritize targeted support for vulnerable groups, especially persons living with disabilities and the unemployed. This could include direct cash transfers, educational grants, and accessible opportunities for skill development and employment.
- **Support for Small Businesses:** Policymakers should design targeted measures to support small businesses affected by increased costs. This could involve reduced tax rates, access to low-interest loans, and capacity-building initiatives to enhance resilience and growth.
- **Transparency and Participation:** Transparency in the management of palliative measures is crucial to ensure fairness and effectiveness. The government should



involve stakeholders, including community leaders and organizations, in the planning and implementation of palliative measures.

## 10. CONCLUSION

Some of the responses gathered revealed an observable trend among certain respondents who appeared to be resigned to fate, hoping on God for positive change without taking steps to improve their circumstances. This finding underscores the significance of citizen advocacy, enlightenment, and skill development initiatives.

Such a disposition among some respondents suggests potential neglect of their citizenship responsibilities. It emphasizes the critical need for empowering citizens through advocacy and education, enabling them to take an active role in holding the government accountable when deemed necessary.

We believe that through the implementation of targeted palliative measures and long-term solutions, the government can alleviate the burden on citizens and foster sustainable economic growth. Transparency and active participation of stakeholders will be critical in ensuring that these measures effectively reach those in need, promoting social cohesion and resilience during this challenging period.

## APPRECIATION

CTA would like to express heartfelt gratitude to everyone who took the time to complete the survey. Your responses have supplied us with essential data and insightful viewpoints, on the impact the sudden fuel subsidy removal has caused and coping measures citizens are taking to cushion this impact. allowing us to develop a thorough grasp of the subject.

The diverse range of inputs from each respondent has enriched the depth and breadth of our findings, making the research more robust and insightful.

Thank you for being an integral part of our research journey. Your cooperation and support have been instrumental, and we look forward to sharing the meaningful insights we have gained from this survey with you and the broader community.

## References

Iba, L. (2009). "Fuel Crisis: Will deregulation roll away all our problems?", Daily Sun, International Energy Agency (IEA). October 5, (1999). 3 (39). World Energy Outlook 1999: Looking at Energy Subsidies –Getting the Prices Right. International Energy Agency: Paris.

Ijaiyi, G. T. (2007). "Privatization and Commercialization of Public Enterprises in Nigeria" in Institute Working Paper, 3 (1): 19.



Li Chaoping S. (2005), "The structure and measurement of transformational leadership in China," *Acta Psychological Sinica*, vol. 37, pp. 803–811.