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Fuel Subsidy Removal and Household Expenditures in Obajana Kingdom of Kogi State, Nigeria

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Abstract

This article endeavours to accomplish three primary objectives: firstly, to assess the impact of the 2023 removal of fuel subsidies on household expenditures within Obajana Kingdom; secondly, to explore the coping mechanisms adopted by households to mitigate resultant economic pressures; and thirdly, to analyse individual perceptions regarding the subsidy removal. The article adopts a mixed-method approach, employing structured questionnaires and Key Informant Interviews (KIIs) for primary data collection, and secondary data from scholarly literature and peer-reviewed journals. The theoretical framework guiding the study draws from the Microeconomics theory of Consumer Behaviour. Quantitative data from the questionnaires underwent descriptive analysis, while qualitative data from KIIs were content-analyzed, revealing a significant rise in household spending on essential goods like food, housing, transportation, healthcare, and education following the subsidy removal. Household coping strategies include intensified efforts to secure employment and generate income, increased reliance on credit, reduced savings, transition from gas to firewood for cooking, adoption of cost-effective alternatives for food and household items, and decreased use of private transportation. A predominant sentiment among respondents was negative toward the subsidy removal. Based on these findings, the study recommends several policy interventions. These include the implementation of government subsidies for food and public transportation, strengthening consumer protection laws to counter exploitative pricing, initiatives to tackle housing affordability issues, and support for the agricultural sector to stabilize food prices.

Keywords: Coping Mechanisms, Economic Pressures, Fuel Subsidy Removal, Household Expenditures, Obajana Kingdom

Introduction

Before the discovery of crude oil in commercial quantities in Oloibiri, Ogbia Local Government Area (LGA) of Bayelsa State, Nigeria was primarily an agrarian State with over 90% of its foreign exchange generated from the export of agricultural products. However, following the discovery of crude oil on January 15, 1956, the Nigerian government's focus shifted from agriculture to crude oil, which subsequently became the country's major source of revenue. As a result, the oil industry flourished while the agricultural sector declined, leading to food crisis. This was likely the sentiment expressed by Manjo (2023, p. 203) when he stated thus:

> The Nigerian economy over the years has been structured around the sale and supply of inexpensive petroleum products, with the oil industry dominating the economy, contributing the majority share to the gross domestic product and constituting the main source of government revenue and foreign exchange earnings, to the detriment of solid minerals, manufacturing, and agriculture since the Gowon era to the present day.

Since the discovery of crude oil in the 1950s, Nigeria has become heavily reliant on oil revenue, transforming into an oil-dependent and rentier state due to its excessive dependence on oil rents. According to Ogwumoke and Ogunleye (2008), the impact of crude oil on Nigeria's economy has been two-fold: while it has been beneficial to the country in certain aspects, it has also become a curse in others. In an effort to maintain low and affordable prices for petroleum products, the federal government has consistently subsidized these products. However, this subsidy has proven to be a significant financial burden on the federal government, leading to the expenditure of billions of dollars annually.

Fuel subsidy is not unique to Nigeria; it is a policy commonly observed in oil-producing countries worldwide. According to the Centre for Public Policy Alternatives (CPPA, 2012), fuel subsidy is particularly prevalent in oil-producing nations such as Venezuela, Iran, Saudi Arabia, Egypt, Burma, Malaysia, Kuwait, China, Taiwan, South Korea, Trinidad and Tobago, and Brunei, as well as in some non-oil-producing countries like Chad, Cameroon, and Niger, among others. In Nigeria, fuel subsidies have been in place since the 1970s, and the average household relies on subsidized oil for domestic and commercial purposes, including mobility, transportation, and power generation due to the intermittent supply of public electricity to individuals and small-scale businesses (Manjo, 2023).

The fuel subsidy has long been a contentious issue in Nigeria. Supporters of the subsidy argue that it maintains low prices for petroleum products, making them affordable for low-income earners, and helps prevent inflation. Conversely, opponents argue that the subsidy is inefficient, prone to corruption, and primarily benefits the wealthy, as subsidized products are often illicitly smuggled by influential individuals to other countries, where they are sold at higher prices. Critics of subsidy such as Khalid et al (2021) argue that petroleum subsidy is expected to help the poor by keeping the country's fuel prices lower compared to world market prices, but still subsidies is not an effective policy for poverty reduction because the major beneficiaries have been importing companies and local wholesalers that smuggle some of the subsidized petroleum into neighboring nations selling it at a greater prices, whereas illegal trade is not well documented in official trade statistics, which makes it challenging to analyze.

Similarly, Odewale (2023) and AC-Ogbonna (2023) observe that Nigeria's refineries are non-functional, necessitating the continuous importation of refined petroleum. Odewale (2023) further argues that fuel importation strains the local currency, while the subsidy primarily benefits cabals and provides a loophole for arbitrage and the illicit transportation of petrol to neighbouring countries. Furthermore, Odewale (2023) discloses that fuel subsidy was riddled with corruption, manipulation, and mismanagement. The allocation of N3.92 trillion for petrol subsidy between January 2020 and June 2022 surpasses the combined federal budgets for healthcare, education, and defense over the 30-month period. Nigeria has spent about 10 trillion Naira on petroleum subsidies between 2006 and 2018, with N5.82 trillion expended from 2021 to 2022 and N3.36 trillion proposed for the first six months of 2023.

These figures indicate a significant drain on the government's finances, hindering its ability to invest in crucial sectors that could bolster economic growth and improve people's well-being. Additionally, Manjo (2023) revealed that large-scale criminal trans-border smuggling of petroleum products from Nigeria to neighboring countries is facilitated by dubious security agencies tasked with policing the borders, but who have failed due to compromises. Manjo further disclosed that the nefarious activities and frauds of oil marketing companies and their collaborators in NNPC and various government offices are responsible for the myriad distortions experienced in the oil industry during Jonathan's administration.

Obasi, Ezenkwa, Onwa, and Nwogbaga (2017) revealed that rampant corruption in Nigeria's sprawling oil sector is largely responsible for the sluggish economic development that has exacerbated the plight of ordinary citizens. They argued that despite the dilapidation of the country's refineries, fuel subsidy has instead provided an avenue for criminally-minded elites to exploit the nation's resources. According to these scholars, the government has shown little or no political will to address the decay in the oil sector, as evidenced by its reluctance to prosecute oil thieves, some of whom have direct or indirect connections to the state apparatus. In contrast to Ghana, where the government engaged with the people and implemented measures to mitigate the adverse effects of fuel subsidy phase-out on the poor, Nigeria has often increased the cost of petrol without first addressing its impacts on vulnerable groups.

The plan to remove fuel subsidy has been ongoing for several years in Nigeria. It is worth noting that fuel subsidy was previously removed in 1980 and 2000, resulting in increased prices of petroleum products and a subsequent 50% rise in the prices of commodities (Yakubu, Abdullahi, Rabiu, & Musa, 2023). Additionally, in 2012, the government abruptly removed fuel subsidies (Tughhemba & Akputu, 2024), which sparked massive protests aimed at pressuring the government to reinstate the removed subsidy. Consequently, the government reinstated fuel subsidies in 2012 in response to the widespread protests. Since then, fuel subsidy payments in Nigeria have significantly increased. By 2022, fuel subsidies had reached ₦4 trillion (US$6.088 billion), accounting for 23 percent of the national budget of ₦17.126 trillion (US$25.87 billion) (Ozili & Obiora, 2023).

Nigeria had two forms of subsidy prior to the inauguration of the Tinubu administration. The first involved payments to cover the difference between the actual pump price of petrol, calculated after considering the landing cost and existing margins. The second subsidy covered the cost of transportation for every liter, ensuring uniform petrol prices across the country (Ogundipe, 2013). May 29, 2023, remains a memorable day for many Nigerians, as it was the day President Bola Ahmed Tinubu, in his inaugural speech, announced the removal of fuel subsidy. According to Tinubu, the removal of fuel subsidy was necessary to prevent the country from going bankrupt and to pave the way for economic growth (Angbulu, 2024). However, the anticipated benefits of subsidy removal outlined by the President during his inaugural speech are yet to be realized by Nigerians. Instead, economic hardship has become increasingly prevalent in Nigeria, the so-called giant of Africa.

Literature Review

This section presents a review of relevant and related literature conceptually, empirically and theoretically.

Empirical Review

Idisi et al. (2024) examined the impact of the fuel subsidy removal on household livelihoods in Bwari Area Council, FCT-Abuja, Nigeria. The study sampled 80 respondents from eight communities using multi-stage and random sampling methods, and analyzed the data with descriptive statistics, multiple regression, and Garrett ranking. The results showed that the fuel subsidy removal resulted in increased transportation costs, higher healthcare expenses, elevated food prices, increased school fees, and negative impacts on business activities. To address these issues, the study recommends that the government implement price control mechanisms and improve distribution channels to curb inflation. Additionally, it suggests enhancing access to credit for farmers, providing public transportation services, implementing social welfare, job creation, and skill acquisition programmes, improving salaries and wages for public/civil servants, and upgrading healthcare service delivery.

Abdulyakeen and Mumuni (2024) examined the effects of fuel subsidy removal on the Nigerian economy, specifically in Gombe state, using Traditional Economic Theory (TET) as their analytical framework. Through a cross-sectional descriptive survey design, data were collected via questionnaires and analyzed using tables and charts. The results indicated a 50% increase in inflation and a significant decline in the economic welfare of the population post-subsidy removal. Additionally, higher transportation fares and reduced commercial opportunities were observed. The study concluded that the removal of the fuel subsidy did not benefit the Nigerian economy. Conversely, Adewale (2024) found that the removal of the fuel subsidy led to increased fuel pump prices, improved quality of petroleum products, and higher costs associated with commodity delivery and purchases.

Sennuga (2024) examined the impact of fuel subsidy removal on agricultural production among smallholder farmers in Niger State, Nigeria. Data were gathered through structured questionnaires distributed to 120 smallholder farmers, selected via a multistage random sampling method. Analysis was conducted using descriptive statistics, regression analysis, and Likert-type scales. The logistic regression results showed that the removal of the fuel subsidy negatively impacted agricultural activities, resulting in increased transportation costs, a shortage of vehicles to transport produce to markets due to high fuel prices, reduced sales, and higher prices for agricultural commodities. Additionally, the study found that youths aged 20-29 (64.2%) predominated in the agricultural sector. The increased transportation costs were particularly influential on the prices of agricultural produce, compounded by the distance between farms and markets. The study recommends that the government support rural farmers through initiatives such as subsidized transportation, improved market access, incentives, and enhanced road networks.

Tughhemba and Akputu (2024) investigated the economic hardships resulting from the removal of fuel subsidies in Nigeria, using Karl Jaspers' concept of "boundary situations" as a framework. The study utilized primary and secondary data sources, including books, journals, periodicals, and online materials. Employing the historical method, the study provided an overview of subsidy removal in Nigeria, while the expository method explored Jaspers' existential ideas, especially his concept of boundary situations. The analytical method was used to relate Jaspers' philosophy to the current economic situation in Nigeria. The findings indicated that although the removal of fuel subsidies freed financial resources for other economic sectors, it also led to increased inflation and insecurity. The study concluded that individuals facing such boundary situations must cultivate appropriate moral attitudes and virtues to foster personal authenticity. The paper recommended that the government allocate more funds for palliatives and implement policies to enhance economic growth and stability.

Theoretical Review

This study adopts the Microeconomics Theory of Consumer Behaviour as its analytical framework, a foundational theory initially developed by Alfred Marshall (1890), and subsequently refined by scholars like John Hicks (1939) and Paul Samuelson (1947). This theory elucidates how individuals allocate their finite resources across various goods and services to maximize their satisfaction or utility. In the context of this research, the theory provides insights into how households within Obajana Kingdom adjust their expenditure strategies following the removal of fuel subsidies, considering both the substitution and income effects on utility maximization.

Application of the Theory to the Study

Assumption Number 1: Utility Maximization. According to microeconomics theory, households strive to maximize their utility given their budget constraints. With the elimination of fuel subsidies, households in Obajana Kingdom face heightened fuel prices, directly impacting their budget constraints and their ability to optimize utility.

Assumption Number 2: Substitution Effect. The removal of fuel subsidies increases the relative price of fuel compared to other commodities and services. This induces a substitution effect whereby households may reduce fuel-intensive activities (such as driving) and substitute them with alternatives like using public transport or walking. This adjustment reflects households' efforts to maintain their overall utility levels under the new price regime.

Assumption Number 3: Income Effect. Higher fuel prices resulting from the removal of subsidies reduce households' purchasing power. This creates an income effect whereby households may allocate a larger share of their income to fuel expenditures, thereby reducing expenditure on other goods and services. Consequently, households may opt for less costly alternatives or reduce consumption of non-essential items.

Assumption Number 4: Welfare Impact. The withdrawal of fuel subsidies can have varied effects on household welfare. While some households may efficiently adjust their consumption patterns to mitigate the impact of higher fuel prices, others-particularly those with lower incomes or limited access to substitutes-may experience diminished welfare due to increased fuel costs and reduced consumption of essential goods and services.

*Assumption Number 5: Rational Preferences***.** Households in Obajana Kingdom make consumption choices that aim to maximize their utility given their reduced budget due to higher fuel prices. As fuel subsidies are removed and prices rise, households adjust their consumption patterns to maximize their remaining utility.

Assumption Number 6: Consumer Choice Theory. Faced with increased fuel costs, households in Obajana Kingdom will seek to maximize their utility by adjusting their consumption. They might cut back on discretionary spending or seek cheaper alternatives for goods and services affected by the higher fuel prices.

Assumption Number 7: Non-Satiation. Despite the increased expenditure on fuel, households still prefer to maintain or increase their consumption of other goods and services. However, with the higher cost of fuel reducing their budget, they face limitations in achieving this preference, leading to decreased overall consumption and utility.

*Assumptions Number 8: Budget Constraint****.*** The removal of fuel subsidies increases the cost of fuel, which in turn raises the overall cost of living. Households experience a tighter budget constraint as they now spend a larger portion of their income on fuel and related expenses, forcing them to reallocate their spending.

Assumption Number 9: Completeness and Transitivity. Households rank their consumption preferences under the new price regime, making choices based on their adjusted budget and preferences. They consistently prefer combinations of goods and services that provide the most utility given the increased expenditure on fuel.

*Assumption Number 10: Perfect Information****.*** Households are assumed to have information about the new prices of fuel and related goods. They use this information to adjust their consumption choices and expenditures in response to the subsidy removal, aiming to maximize their utility within the new economic constraints.

This theory is highly relevant to this study as it provides a structured framework for understanding how households in Obajana Kingdom respond to the removal of fuel subsidies. This theory offers insights into how individuals make decisions under constraints to maximize their satisfaction or utility. Specifically, it helps to explain how households adjust their expenditure patterns in response to higher fuel prices, considering both the substitution effect (where households substitute more expensive goods for cheaper ones) and the income effect (where higher fuel costs reduce disposable income for other expenditures). By applying this theory, the study has successfully analyzed how these adjustments impact household welfare and overall economic stability within the community. Thus, the theory provides a robust foundation for examining the behavioral responses of households to changes in fuel prices due to subsidy removal

Research Methodology

This section presents the research methodology of this study. It comprises the research design, area of the study, population of the study, sample size determination, and method of data presentation and analysis

Research Design

The study employed an ex post facto research design and utilized a survey research approach. This design facilitated the collection of primary data through a self-designed questionnaire and Key Informant Interviews (KIIs). Additionally, the study gathered secondary data from various sources, including books, journals, and web-based materials

Area of the Study

The study was conducted in Obajana Kingdom, a rural community located within the Oworo District in Lokoja Local Government Area (LGA) of Kogi State, Nigeria. It is situated between Longitudes 7º 49'N to 8º 59'N and Latitudes 6º 24'E to 7º 34'E (Musa & Kpanache, 2014).

Population of the Study

The population of Obajana Kingdom is unknown to the researchers.

Sampling Procedure

Ten (10) areas within Obajana Kingdom were randomly selected for the convenience of questionnaire administration in this study. These areas include Union Junction, Area 'B', Ungwan Tiv, Ejire Street, Fisayo Street, Jagunmolu Avenue, Ladan Street, Kabba Road, Colony Estate, and Trailer Park Road. Key informants were selected using a purposive sampling technique. As the population of the study area was unknown to the researchers, the formula for determining the sample size for an unknown population was utilized, as shown below:

n=E2Z2·p·(1−p)

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

where:

n= required sample size

Z = Z-score (based on the confidence level, e.g., 1.96 for 95% confidence)

p = estimated proportion of an attribute present in the population (if unknown, use 0.5)

E= margin of error (e.g., 0.05 for 5%)

$n= \underline{(1.96)^2.\ 0.5.\ (1\text{-}0.5)}$

$$(0.05)^2$$

$$n = \frac{3.8416.0.25}{0.0025}$$

$$n = \frac{0.9604}{0.0025}$$

n= 384.16

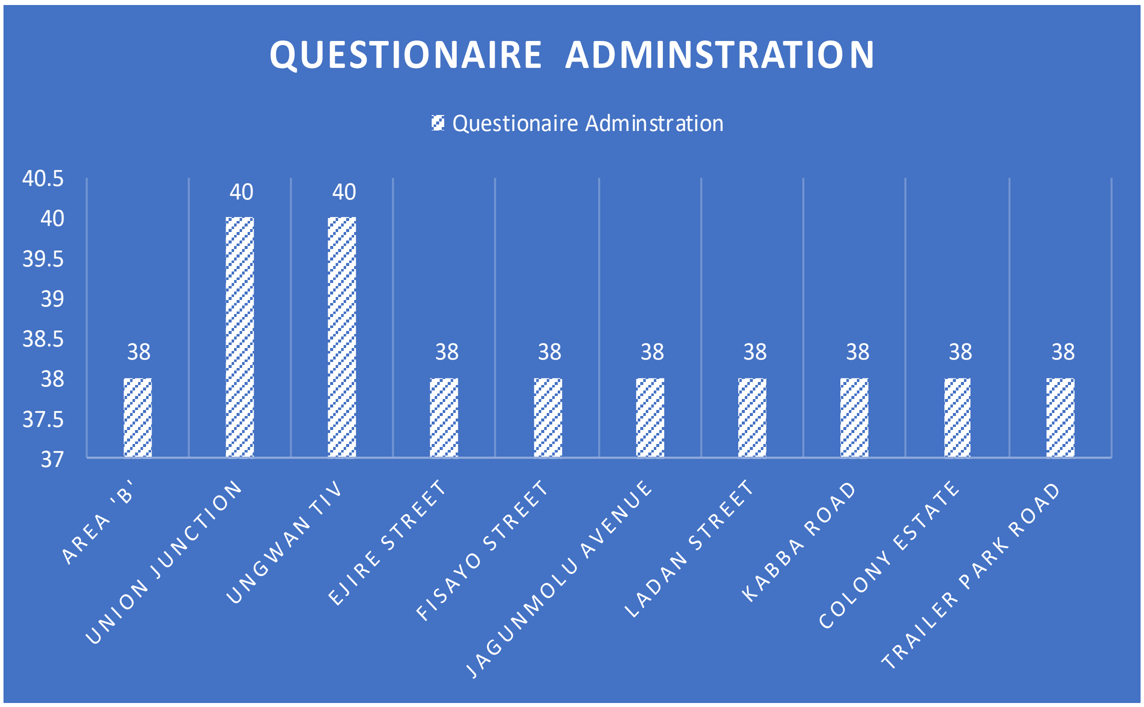

Figure 1: Questionnaire Administration
Source: Field Work, 2024.

Figure 1 presents the breakdown of questionnaire distribution in the study area as follows: Union Junction (40) Area 'B' (38), Ungwan Tiv (40) Ejire Street (38) Fisayo Street (38) Jagunmolu Avenue (38), Ladan Street (38), Kabba Road (38), Colony Estate (38), and Trailer Park Road (38)

Types and Sources of Data Collection
The study collected data from primary sources, including questionnaires and Key Informant Interviews (KIIs), as well as secondary sources such as books, journals, and web-based materials, among others.

Methods of Data Presentation and Analysis

Data collected via questionnaires were analyzed using descriptive statistics, including tables, bar charts and simple percentage. Data gathered from Key Informant Interviews (KIIs) underwent content analysis.

Results and Discussion

This section presents the results and discussion of findings of this study

Table 1: Impacts of Fuel Subsidy Removal on Household Expenditure

Category	Frequency	Percentage	Total
Increase in transportation fare	384	100	384
Increase in the price of foodstuff	384	100	384
Increase in school fees and the price of educational materials	384	100	384
Increase in the price of healthcare services	384	100	384
Increase in the price of building materials/house rent	384	100	384

Source: Field Work, 2024.

Table 1 presents findings from a survey conducted among households in Obajana Kingdom, focusing on the impacts of fuel subsidy removal on their expenditures. The study involved 384 respondents, all of whom concurred that the elimination of fuel subsidies led to augmented expenses across several domains. Specifically, respondents noted heightened transportation fares, elevated prices for essential commodities such as foodstuffs, educational materials, and school fees, as well as increased expenditures on health services and building materials. Consequently, these cost escalations were identified as contributing factors to the observed upward trend in house rents within the community. Confirming these findings, an informant lamented:

> We thought the Buhari administration was bad, but we now know better. We are presently in a complete economic mess. Since the removal of the fuel subsidy, transport fares have increased, resulting in the rise in prices of all household items. The price of virtually everything has increased, including school fees, foodstuffs, house rent, and so on. The prices of commodities have all gone up and are beyond the reach of the common man. God has blessed the country with abundant human and material resources, but the devil has made our leaders heartless and insensitive to the plight of the people. It is as if the country is under a curse! (KII, Thursday 13th June, 2024).

These findings correspond with the research of Idisi et al. (2024), Abdulyakeen and Mumuni (2024), and Sennuga (2024), who concluded that the removal of the fuel subsidy in Nigeria has precipitated a rise in inflation and a substantial deterioration in the economic welfare of the populace. These findings illustrate how the removal of fuel subsidies has constrained household budgets, reduced real income, and negatively impacted overall welfare, in line with the assumptions of the Microeconomics theory of Consumer Behaviour. The implications of these findings indicate that the removal of fuel subsidies has substantially elevated living costs, exacerbated financial strain, intensified concerns regarding housing affordability, and presented economic challenges for households in Obajana Kingdom.

Table 2: Coping Strategies Adopted by Households

Category	Frequency	Percentage	Total
Skipping meals	299	77.86	384
Switching to cheaper alternatives for food and household items	375	97.66	384
Using fire woods for cooking	201	52.34	384
Borrowing/buying goods on credit	198	51.56	384
Reducing savings	309	80.47	384
Reducing the use of private transport	67	17.45	384
Engaging in multiple jobs	279	72.80	383
Reducing expenses on entertainments/leisure	378	98.44	384

Source: Field Work, 2024.

In Table 2, respondents were queried regarding strategies employed to mitigate economic challenges following the elimination of fuel subsidies. Results indicate that 299 respondents reported skipping meals, 375 respondents switched to more affordable alternatives for food and household items, 201 respondents now use firewood for cooking, 198 respondents resort to borrowing or purchasing goods on credit, 309 respondents reduced their savings, 67 respondents who own private cars decreased their use of private transportation, 279 respondents took on additional jobs to augment income, and 378 respondents decreased spending on entertainment and leisure activities. . Subscribing to these findings, an informant said:

> Before the removal of the fuel subsidy, we ate three times a day, and we even included good fish or meat in our meals. But today, we hardly eat twice. We only have breakfast and dinner. We manage the present economic hardship by skipping lunch. Additionally, we have changed the quality of the food we eat, opting for cheaper items that we can afford. Things have really been difficult for us since Tinubu came into power (KII, Friday 14th June, 2024)

Grounded in the assumptions of the Microeconomics Theory of Consumer Behaviour-namely, rational preferences and utility maximization within the confines of budget constraints-the removal of the fuel subsidy has necessitated a reduction in meal frequency and a downgrading in food quality among households. This adaptation to economic hardship is manifested in the transition from three nutritionally rich meals to two more modest meals daily.

Another informant said: "Before the fuel subsidy removal, my wife used gas to cook. However, immediately after Tinubu came into power and removed the subsidy, my wife started using firewood to cook. This is something we have never done since we got married 12 years ago." (KII, Friday 14th June, 2024). The implications of these findings underscore significant economic hardship, heightened financial vulnerability due to increased borrowing and reduced savings, challenges in the labour market, and noteworthy adjustments in transportation and lifestyle resulting from the removal of fuel subsidies.

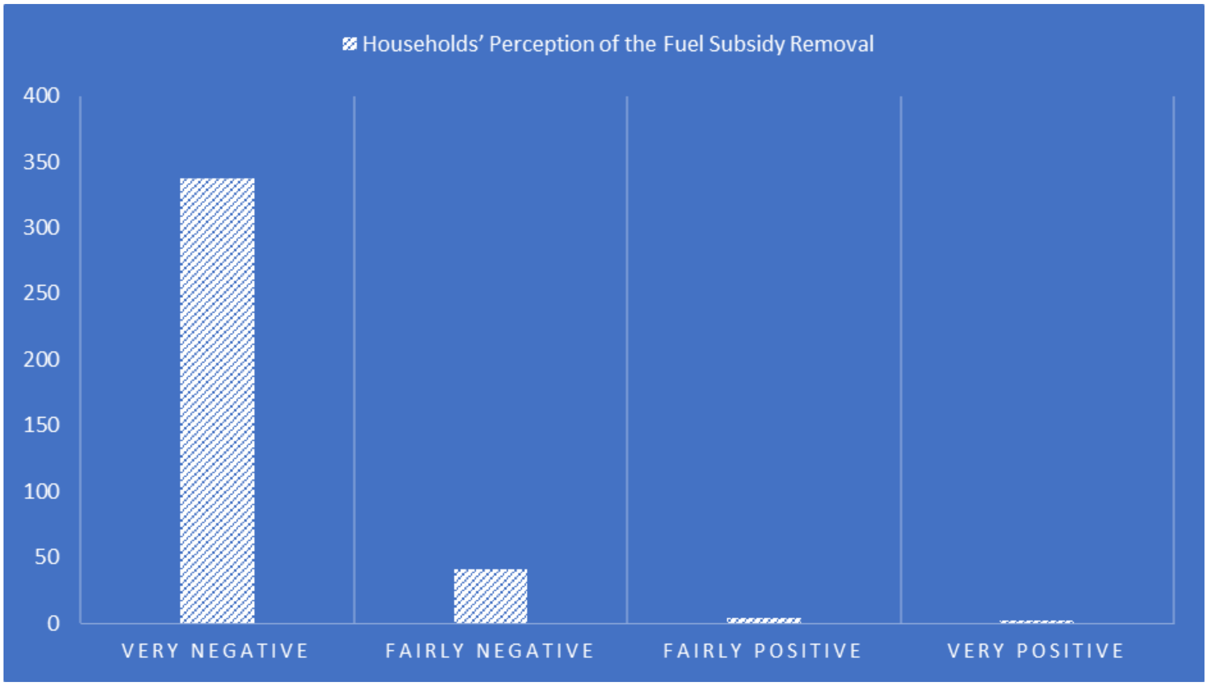

Figure 2: Households' Perception of Fuel Subsidy Removal
Source: Field Work, 2024

In Figure 2, respondents from households in Obajana Kingdom were queried regarding their perspectives on the 2023 removal of fuel subsidies. Out of 384 respondents, a significant majority of 337 (87.8%) expressed a very negative perception, while a smaller proportion of 41 respondents (10.7%) held a fairly negative view. Additionally, 4 respondents (1%) viewed the subsidy removal fairly positively, and 2 respondents (0.5%) held a very positive perception. This distribution of responses indicates a predominant negative sentiment towards the fuel subsidy removal among the surveyed population, with a notable minority expressing positive views. Supporting these findings, an informant said: "Tinubu claimed the removal of the subsidy is for the good of our country, but I personally think it's a lie. He said the fuel subsidy is a scam; I think the fuel subsidy removal is a greater scam. Our leaders are all the same. I don't support the removal of the fuel subsidy. It is Tinubu's turn to unleash hardship on the people. God will surely judge all our leaders" (KII, Thursday 13th June, 2024).

In accordance with the Microeconomics theory of Consumer Behaviour, the respondent's characterization of the fuel subsidy removal as a greater scam can be analyzed through the assumptions of budget constraint and income effect. The budget constraint assumption elucidates that the removal of the subsidy has imposed significant financial strain by necessitating a greater allocation of household income to cover increased fuel costs. This reallocation reduces the disposable income available for other essential expenditures. Concurrently, the income effect assumption highlights that the escalation in fuel prices leads to a reduction in real income and purchasing power, exacerbating financial hardship. This dual impact of constrained budgets and diminished real income reinforces the perception that the subsidy removal exacerbates economic difficulties and undermines the credibility of the policy as a beneficial reform. The implications of these findings highlight widespread negative perceptions (87.8%) towards the 2023 removal of fuel subsidies in Obajana Kingdom, with a minority holding positive views (1.5%), suggesting potential social, political, and economic ramifications including discontent with government policies and heightened economic strain on households.

Conclusion

The article on the impacts of fuel subsidy removal on household expenditure in Obajana Kingdom of Kogi State, Nigeria has highlighted significant economic and social ramifications. The findings underscored that the removal of fuel subsidies led to increased living costs, exacerbated financial strain among households, intensified concerns about housing affordability, and posed broader economic challenges. The research revealed that households resorted to coping strategies such as skipping meals, switching to cheaper alternatives, and taking on additional jobs to supplement income. Moreover, the overwhelming negative perception towards the subsidy removal among respondents signals widespread discontent and dissatisfaction within the community.

Recommendations

Based on these findings, the study proposes the following recommendations:

a. Implementing targeted government subsidies aimed at enhancing affordability and accessibility of essential food items and public transportation services, thereby alleviating the burden of increased living costs on households.
b. Strengthening existing consumer protection laws to effectively safeguard consumers from exploitative pricing practices by businesses and ensure fair pricing of goods and services across all sectors of the economy.
c. Launching comprehensive initiatives to address the pressing issue of housing affordability, including the development of affordable housing schemes, rent control measures, and policies aimed at facilitating home ownership for low and middle-income families.
d. Providing robust support and incentives for the agricultural sector to boost production capabilities, improve supply chain efficiency, and stabilize food prices in the market, thereby enhancing food security and reducing dependency on imported goods.
e. Lastly, it is imperative for policymakers to engage extensively with stakeholders, rigorously evaluate public concerns, and base future policy decisions on thorough socio-economic analysis and considerations of public welfare

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