

A Comparative Analysis of Innovative Automobile Policy on Employment in Nigeria and China

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Abstract- Understanding the impact of innovative automobile policies in job creation is becoming increasingly crucial in today's world, since innovation can address a wide range of social and human issues, including food insecurity, hunger, poverty, and underdevelopment. This study investigates how corruption, a lack of research and development funding, and other factors contributed to Nigeria's failure to implement car policies that would have transformed the country into an export-oriented and industrial powerhouse, not only in Africa but throughout the world. The paper is heavily reliant on secondary data sources. Most automobile policies in Nigeria are short-lived and inconsistent, compared to consistent long-term automobile policies in China, according to the findings. Apart from the National Automobile Development Plan of 2014, which has lasted to date with the hope of meeting 2025, its targeted expiration year, most automobile policies in Nigeria are short-lived and inconsistent. The study concludes that innovation is an effective policy instrument for ensuring employment generation. The report suggests, among other things, that automobile policies should be in place for at least 5 years, regardless of government changes. More funds should be allocated to research and development. Also, Policymakers must ensure that they are supporting innovation in other areas such as business models, services, and supply chains.

Keywords- Automobile Policy, Employment Creation, Innovation, Public Policy, Development.

I. INTRODUCTION

Not only does innovation have a rate, but it also has a direction (Mazzucato, 2018): This is indeed a time of change. Globally, innovation is taking place, which presents both opportunities and difficulties for governments and commercial firms alike. Innovation is a significant policy tool that can help the country achieve poverty reduction, food security, and dynamic rural development (Ajulor & Etim, 2019). Nations, both developed and developing are struggling to discover new growth engines that will allow them to attain and maintain high levels of economic and social development over time. The goal of social development is not to grow for the sake of growth but to accomplish a specific form of progress that moves in a specific direction and improves people's standard and quality of life. Innovation policies can help direct investment in innovation toward solving the major challenges that countries face in this environment.

As the world and its commerce become increasingly reliant on breakthroughs in information and communications technology and their various business applications, sectors with considerable potential for job creation or employment

prospects must be unlocked. Since its inception, the automobile industry has been regarded as one of the most remarkable production chains. It has established a cluster of reference models for industrial and management organizations for the whole industrial region based on its expertise in production optimization (Cristina & Paganotti, 2018). The automobile sector has largely adopted technology while still employing a huge number of people (Deloitte, 2015).

Nigeria's innovative automobile policy and employment generation are investigated in this article. Out of the approximately 69 million labor force population, over 33.3 percent of Nigeria's able and capable people are unemployed, and 22.8 percent are underemployed (National Bureau of Statistics, 2020). Unfortunately, for decades, the country's development efforts, policies, and strategies have ignored the development of its youth, who have always been regarded as tomorrow's leaders, as evidenced by the lack of infrastructure in educational institutions and the constant closure of universities and other institutions of learning. In comparison to China's strategic long-term automobile policies, Nigerian automobile policies are often short-lived, inconsistent, and incoherent, apart from the National Automotive Industry Development Plan (NAIDP) of 2014 which is still in effect with the hope of meeting 2024, its targeted expiration year.

Nigeria may not be known as a global innovation hotspot, but there is hope that it will be one day. Nigeria, one of Africa's biggest countries, is fast developing, and the federal government there is striving to break free from old bureaucratic practices. It aims to modernize the country and foster greater transparency and entrepreneurship, ultimately serving as a bright example of success for the rest of Africa. Hence, the need to interrogate the role of innovation policy in employment creation in Nigeria, with an emphasis on the Nigerian automobile industry. Innovation policies have been adopted in a few African countries, with varying results and lessons learned. Nonetheless, there is still much space to develop and expand the public sector's institutional capacities, which is a critical component of executing a mission-driven approach to innovation.

Although there have been several attempts by scholars to examine the role of innovation in automobile development and employment creation in Nigeria, to the best of my knowledge, no empirical studies on innovative automobile policy and employment creation in Nigeria have been conducted as of the time of conceiving this study to explain how the introduction

of new innovative ideas into the laws relates to employment creation. By bridging the information gap on innovative automobile policy in Nigeria, this study will add to the body of knowledge. Furthermore, the research will be incredibly useful to potential investors all over the world who want to use this function to improve or strengthen their position to positively affect industries for mutual economic advantage. This paper seeks to examine Nigeria's innovative automobile policy and employment generation and compare and contrast the innovative automobile policies of Nigeria and China.

II. LITERATURE REVIEW

A. Conceptual Framework

Innovative Automobile Policy

Several fields, including economics, business, engineering, science, and sociology, have focused on innovation in the past and continue to do so now. Even though innovation has been examined in a range of areas, it is often misunderstood and conflated with terms like change, invention, design, and creativity (Handen, 2014). The word "innovation" comes from the Latin word "innovare," which means "into new." It entails accomplishing something unique (Costello & Prohaska, 2013). By merging ideas to correlate current successes and experiences, innovation aids in the solution of future issues (Ajulor & Etim, 2019). In our economy, innovation is becoming increasingly important. It benefits both consumers and workers in the industry. It is necessary not just for the creation of better jobs, the development of a greener society, and the enhancement of our quality of life, but also for preserving global competitiveness. The goal of innovation policy is to establish a favorable environment for bringing ideas to market by bridging the gap between research and technology development policy and industrial policy.

In many countries, the automobile sector is immensely symbolic — in the United States, it has been a symbol of freedom for decades. It is a symbol of Japan's and Korea's growth into advanced manufacturing economies over the last 50 years. And now countries like Mexico and India are following suit. It's no surprise that many countries are developing legislative frameworks or policies to encourage manufacturing, particularly export manufacturing because the automotive industry is such a big employer and source of pride in many local economies (Chiromawa & Ogohi, 2020).

Unemployment

In the economic literature, the phenomenon of unemployment has been discussed from a variety of perspectives. There is a consensus on definitions and application of the term 'unemployment and is easy to understand. Unemployment, according to Udu and Agu (2005), is "a scenario in which people who are capable and ready to work are unable to obtain adequate paid labor." As defined by ILO, unemployment refers to the share of the labor force that is without work but available for and seeking

employment (ILO, 2021). Luca (2021) in her report defined unemployment as an economic condition in which individuals seeking jobs remain unhired. However, it is fairly complex to measure the number of unemployed in any country at any time (Luca, 2021). The form of unemployment is determined by the country's structures and whether the country is classified as developed, developing, or undeveloped (Soylu, akmak, & Okur, 2017). According to Anghel, Anghelache, and Manole (2017), unemployment as a macroeconomic indicator reflects a country's inability to maximize its substantial labor resources. This indicates that many active people are readily available, looking for work, and capable of contributing to productivity output but are unable to find it (Yilmaz, 2005). ILO further defined unemployment as three (3) fundamental conditions that must be met at the same time: not working, ready to work, and looking for work (ILO, 2019).

Similarly, an operational definition of unemployment for this work will include the underemployed, implying that unemployment happens when people who are able and willing to work are unemployed or unable to find work that is both effective and productive. It can also happen when people pick employment that is incompatible with or inferior to their academic degrees or areas of expertise. For example, a first- or second-degree holder who enlists as a recruit in any of the paramilitary armed services or a degree holder working as a clerk in an office is underutilized and hence could be classified as unemployed even when employed.

B. Empirical review

Unemployment in Nigeria and China

Unemployment is an issue of global concern that affects both developed and developing countries. There is no uniform definition of unemployment because different countries define it differently depending on their priorities. To calculate unemployment, however, all countries utilize the ILO definition or a version of it. The ILO definition includes people aged 15 to 64 who were looking for work during the reference period (when this study was taking place) and were unable to find it. According to NBS (2020), a person is considered employed if he or she is engaged in the production of goods and services, thereby contributing to the Gross Domestic Product (GDP), which is a component of national accounts, legitimately, and receives any form or amount of compensation for that activity.

Unemployment is currently one of Nigeria's most pressing developmental concerns. Although research has indicated that unemployment was high in the 1980s, reports from local and international institutions and clear evidence of joblessness over these decades reveal that Nigeria's cheerful past never saw a moment when unemployment was as serious as it is now. In China, on the other hand, just 4 to 5 persons out of every 100 who are actively looking for a job and willing to work are unable to find work. This shows that China's unemployment rate, which averaged 4.57 percent from 2002 to 2021, is not high but moderate, and it demonstrates how the

Chinese economy can contain the majority of the available human capital or labor force. In February 2020, China's unemployment rate hit 6.20 percent, owing primarily to the global interruption of economic activities caused by the Covid-19 pandemic.

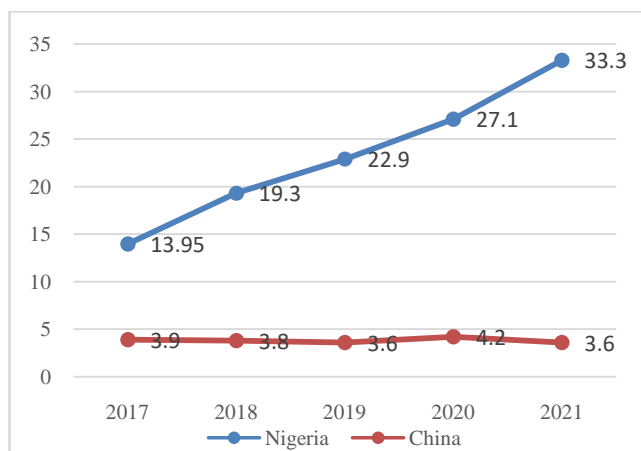


Fig 1 Unemployment rate in Nigeria and China, 2017 -2021

Source: Computed by the author from multiple sources (NBS 2020: Statista)

According to figure 1 above, currently, 33.3% or 23.2 million of the about 62.3 million people who should be working in Nigeria are out of work, which is in contrast to the 4%-6% acceptable level of unemployment. The figure also shows that China's employment rate in 2021 is 3.6% which is below the acceptable level of unemployment.

Nigeria and China automobile industry

In less than fifty years, China's automobile industry grew to be the world's largest both in terms of supply and demand, and also with the highest development potential (over 25 million units registered in 2020). Since 2009, China has been the world's largest automobile production country and automotive market, with vehicle sales increasing by a staggering 46 percent over the previous year. China's annual vehicle output accounted for more than 30 percent of global car production, surpassing that of the European Union, the

United States, and Japan combined. Nigeria, on the other hand, has been a shining example of growth without development due to its inability to harness the potential of its automobile sector. According to the National Automotive Design and Development Council (NADDC), Nigeria presently has 31 licensed car, truck, and bus manufacturers with a total installed capacity of 205,000 vehicles per year. However, considerably fewer are produced due to significant financing, infrastructural, and capacity deficiencies. Nigeria is heavily reliant on imports to meet local demand due to a shortage of indigenous car manufacture. Passenger vehicles have been the biggest export item from the United States to Nigeria in 2019 (\$667 million).

In the year 2020, fifty of the world's largest automakers manufactured nearly 78 million vehicles, including cars, vans, trucks, and buses. This number represents a 15% decrease from the previous year owing to the Covid-19 epidemic, which disrupted manufacturing and supply lines. According to the World Bank 2021, the equivalent of this massive output is a worldwide turnover of 1.85 trillion USD, representing the world's ninth-largest economy. Therefore, for a country like Nigeria, with its teeming population of over 200 million people, representing the world's seventh most populated nation, to lose out on this massive industry would be a major disservice to her trade balance. Over 46 million people are currently in the middle-class bracket, and more than 32.5 percent of their population is expected to be unemployed in 2021. The latter can help the supply side of the automobile industry, while the former can sustain the demand side.

According to the latest data from the International Organization of Motor Vehicle Manufacturers (OICA) 2020, the top ten nations with the largest populations produced over 57% of global vehicle output. This demonstrates that the domestic population of a country is a significant determinant of the car market. A country like Nigeria, whose economy dominates other African markets and has over 200 million people, would be expected to take advantage of the opportunity to make automobiles, according to the report.

TABLE 2: WORLD TOP 10 TOTAL VEHICLE OUTPUT, 2020

S/N	Country	Passenger vehicle	Commercial vehicle	Total	% Change
1	China	19,994,081	5,231,161	25,225,242	-2%
2	USA	1,926,795	6,895,604	8,822,399	-19%
3	Japan	6,960,025	1,107,532	8,067,557	-17%
4	Germany	3,515,372	227,082	3,742,454	-24%
5	South Korea	3,211,706	295,068	3,506,774	-11%
6	India	2,851,268	543,178	3,394,446	-25%
7	Mexico	967,479	2,209,121	3,176,600	-21%
8	Spain	1,800,664	467,521	2,268,185	-20%
9	Brazil	1,608,870	405,185	2,014,055	-32%
10	Russia	1,260,517	174,818	1,435,335	-17%

Source: Organization of Motor Vehicle Manufacturers (OICA), 2020

TABLE 3: MARKET OVERVIEW AND TRADE DATA OF NIGERIA AND CHINA AUTOMOTIVE SECTOR

Units	2017		2018		2019		2020	
	Nigeria	China	Nigeria	China	Nigeria	China	Nigeria	China
Total market size	1,084,659	29,371,200	1,416,792	27,908,000	1,520,000	25,783,000	1,150,000	25,160,000
local production	350,000	29,015,400	200,000	27,809,000	220,000	25,721,000	150,000	25,225,000
Total exports	0	891,000	35	1,041,000	0	1,024,000	0	995,000
Total imports	734,659	1,246,800	1,216,827	1,140,000	1,300,000	1,086,000	1,000,000	930,000
Imports from U. S	323,581	274,241	627,055	170,858	666,748	194,272	500,000	142,452
Exchange rate: \$1	376	6.5	362	6.5	360	6.5	379.5	6.5

Source: Computed by the author from multiple sources (CAAM; Markline Data Centre; International Trade Administration; Statista)

Note: Total market size = (Local production + Total imports) – Total exports

Smuggling, grey imports of used cars, and a lack of credible data make determining the precise size of Nigeria's vehicle market and fleet size challenge. This problem is exacerbated by difficulties with vehicle licensing and identification. The current automobile count in the nation is projected to be 11.7 million.

III. COMPARATIVE ANALYSIS

A. Innovative Automobile Policy in Nigeria and China

With the continent's largest population and relatively high GDP per capita, Nigeria, Africa's largest economy, offers a sizable untapped automobile market. As a result, Nigeria has sparked the most interest among automotive firms as a potential future market in Africa. Nigeria also has a heritage of having significant assembly plants. Following its independence in 1960, Nigeria had a considerable increase in automotive sales. Nigeria's automobile sales increased dramatically after the country gained independence in 1960. As a result, dealerships such as Leventis, R.T. Briscoe, and UAC developed in prominence, providing sales and after-sales services to consumers. Nigeria is extremely reliant on imports to meet domestic demand due to a lack of indigenous vehicle production.

Car assembly began in the 1970s, when the government formed a partnership with Peugeot, a French business, to establish Peugeot Automobile Nigeria (PAN) in Kaduna. Volkswagen of Nigeria (VON), Anambra Motor Manufacturing Limited (ANAMMCO), and Steyr Nigeria Limited were all formed as a result of similar arrangements. As a result, the number of locally assembled cars has increased. However, as the country's economic fortunes plummeted in the 1990s, resulting in a collapse in the manufacturing sector, key industries such as the automobile and textile industries experienced large losses as well (Deloitte, 2015). Following that, in the middle of the economic downturn, local vehicle assembly and manufacture came to a halt. According to the National Automobile Design and Development Council Nigeria, the Federal Government engaged in five more agreements with foreign automotive corporations to develop assembly factories in 1982. Isuzu in Maiduguri, Mazda in Umuahia, Mitsubishi in Ilorin, Nissan in

Minna, and Peugeot in Gusau were among the companies who signed these deals. These ambitions, however, did not come to fruition. Following efforts to revitalize the automobile industry, such as the 1993 Car Policy, failed due to new dynamics in the global auto market, which saw Japanese automakers like Toyota rise to prominence due to their fuel-efficient innovations. In the end, local assembly facilities and companies such as PAN and VON suffered as the importation of fairly used automobiles known as "Tokunbos" became the norm until recently. The stoppage of production activities by Peugeot Automobile Nigeria (PAN), Nigeria's largest manufacturer, in 2010 was symptomatic of the industry's decline. Since then, the assembly plants have been idle. By 2012, the government had terminated existing ties with all of the country's automotive manufacturers, weakening any incentives for government departments to acquire locally assembled vehicles. The NAIDP is the Federal Government's most daring attempt in over three decades to resurrect local car assembly. The policy, which was implemented in 2014, aims to promote domestic vehicle manufacturing while phasing out the importation of used vehicles. Job creation, value chain stimulation, diversification of the Nigerian economy, provision of affordable automobiles for the typical Nigerian, and, above all, promotion of foreign direct investment in the country are all good reasons for the strategy.

In 2009, China's automobile market surpassed that of the United States in both sales and production, making it the world's largest. Since 2002, the annual gross product of China's vehicle industry has exceeded 5% of the country's annual GDP every year, reaching a peak of 7.4% in 2010 (Chen et al., 2020). Since the start of China's economic reform in 1978, the Chinese automobile industry has gone through various stages of development. The productivity of Chinese vehicle production was low at the time. As family incomes increased, so did household demand for passenger vehicles, resulting in a significant number of cars being imported into China. To protect the vulnerable and immature indigenous Chinese vehicle sector, tariffs of up to 250 percent were imposed (Li et al., 2015). Foreign ownership was set at 50% to protect indigenous producers when China's National Development and Reform Commission (NDRC)

introduced an automobile industry strategy in 1994 encouraging state-owned businesses to create joint ventures with multinational automakers (Li et al., 2015). More joint ventures between huge state-owned vehicle enterprises and foreign auto manufacturers were formed as a result of this policy (Li et al., 2015). China's new 14th Five-Year Plan is a massive document outlining the country's ambitious intentions for the years 2021-2025. The plan's two key focuses are technology and the environment. New vehicle technologies, such as new energy vehicles (NEVs) and intelligent connected vehicles (ICVs), are at the nexus of these two themes.

As noted by Kaja et al., (2021): The new energy vehicle industry is mentioned several times in the 14th Five-Year Plan. NEVs are included on the list of "strategic emerging industries" in one key aspect of the strategy, which intends to boost the cumulative value-added of strategic emerging industries to more than 17 percent of GDP by 2025. The following are some of the objectives for strategic emerging industries:

- speeding the development and implementation of important and core technologies;
- improving government provision of means of production;
- creating emergent industry clusters that are strategic;
- promoting corporate reorganizations and mergers; and
- financial assistance in the form of industrial investment funds and loan guarantees.

While China has made significant progress in transitioning from a centrally planned to a market-oriented economy, there are still significant interregional trade obstacles, such as rules and practices that protect local enterprises against non-local competition (Chen et al., 2020; Barwick et al., 2017).

B. *Why Automobile Policies Fail in Nigeria*

a) *Short-lived and poor implementation of automobile policies in Nigeria*

The automobile industry was established in Nigeria as a result of the policy. Apart from the NADIP of 2013 that has endured to date, with the hope of meeting 2023, its targeted expiration year, it was discovered that most automobile policies in Nigeria are short-lived. For instance, the federal government passed a regulation in 1994 to protect and promote the country's existing automobile manufacturers, which states that "government at all levels and its agencies must source all of their automobiles from within the country unless such an automobile is not available locally" (Akiegwe 2010). This law, which was put in place by the federal government to help and protect the local automobile industries, has been ignored by the government. Instead of supporting Nigerian-made automobiles, the government imports foreign-made automobiles. Whereas, since the start of China's economic reform in 1978, the Chinese automobile industry has gone through various stages of development and

consistently operates on 5-year automobile plans (Chen et al., 2020).

b) *Poor R&D Allocations*

In both the business and government worlds, as well as the public and private sectors, the term R&D is often associated with innovation. R&D allows a business to stay ahead of the pack. In research from Kenton (2021), R&D refers to the activities that businesses engage in to develop and introduce new products and services, as well as to improve their current offers. In Nigeria, a lack of adequate R&D has resulted in an inability to adopt global advances.

Currently, the National Development and Reform Commission's (NDRC) industrial policy agency has a unit called China Automotive Technology and Research Center that is in charge of R&D (Amighini, 2020). Since 2008, Asia has increased automotive R&D by 75%, putting it ahead of North America and Europe. China receives the lion's share of this R&D spending, which totaled \$12 billion in 2015 (Saraswat, 2018). China is on the verge of becoming a global center for automotive research and development.

c) *Power of control*

Some of the fundamental challenges impacting automobile policy execution in Nigeria include the power of control, bureaucrats' intentions, implementation procedures, and compliance. Bureaucracy is a roadblock to implementation. It is impossible to overstate the importance of bureaucratic organization in enabling efficient and effective policy execution. The idea is that the role of authority in policy is critical to the effectiveness of the policy. To put it another way, policy implementation necessitates more capable, powerful, and productive civil workers with higher-quality and more efficient operational skills. This is because the public judges a government on a variety of factors, and civil servants' attitudes and behavior directly influence policy (Okechukwu & Ikechukwu, 2012; Keiser 2011).

d) *Corruption*

To the average Nigerian, the term "corruption" is not unfamiliar (Emeka, 2013). Simply described, it is dishonest or criminal behavior, particularly by those in positions of authority. It is the misuse of public office for personal advantage, which typically includes misappropriation of public funds, nepotism, and falsification of facts and numbers, among other things (Misangyi et al., 2008). Corruption is an economic, social, and political malaise. It threatens the growth, development, and stability of nations' systems, constrains the ability and capacity to attract foreign direct investment (FDI), damages national development reforms, and retards the growth of democratic institutions and systems (Lange, 2008; Osuagwu, 2012).

Corruption has unquestionably wreaked havoc on Nigeria's different facets. In the instance of the automobile sector, which exemplifies Nigeria's growth strategy's faults. In the mid-1970s, the Nigerian government commissioned six-

vehicle plants as part of its import substitution industrialization strategy. According to the terms of the agreement between the government and foreign automobile companies, car assembly plants must achieve 50% local content by value within five years and 100% local content by value within thirteen years. However, findings show that the only surviving plants have not achieved more than about 20% local content as of 2010 - after over thirty years of operation (Haruna, 2012; Okoronkwo, 2012).

IV. AN APPRAISAL OF INNOVATIVE AUTOMOBILE POLICY IN NIGERIA

The responsibility of every government is to ensure the well-being of its citizens, and any government that fails to do so has failed in all other areas (Nwagboso&Etim, 2019). To meet this social compact, Nigerian governments must adopt innovative policies and fine-tune current policies to stimulate innovation, particularly in the industrial sector, which is a large employer of labor. Automobiles, agriculture, education, commerce, tourism, and engineering, to name a few, should be at the center of these new policies and innovations. As is the case in China, where automobile policies last at least 5 years and are aimed at reaching definite and visible goals, which are reached to a greater depth (if 100 percent is not possible at the moment) before any other policy is adopted, regardless of how small or huge these goals are. The Nigerian government must design and implement long-term policies to ensure the automobile industry's development. With the help of investors and huge capital, policies should be put in place to support and protect indigenous manufacturers and encourage the use of made in Nigeria products.

There are three essential benefits of the aforementioned if implemented: First, it will be the most ambitious step towards reviving the local auto industry in more than three decades, with the potential to contribute to up to 10% of jobs. Second, it will aid in the phase-out of used automobile imports, transforming the Nigerian market from one focused on imports to one focused on exports which evidently will increase the GDP of the country. Nigeria spent N1.08 trillion on used cars (popularly known as Tokunbo) and motorbikes (Okada) in one year (October 2018 – September 2019), according to data acquired from the National Bureau of Statistics (NBS). Third, the beneficiation of raw materials and local industrialization via the value chain, which encompasses design and development, manufacturing, and service-related activities such as marketing and sales, as well as maintenance and after-sales service. Stimulation of the value chain, diversification of the Nigerian economy, availability of affordable automobiles for the typical Nigerian, and, most importantly, promotion of foreign direct investment in the country are all good reasons for an innovative automobile policy.

The automobile industry contributes significantly to a country's GDP and employs a large number of people all over the world, but in Nigeria, numerous factors have hampered the industry's expansion and long-term viability. These factors

include, but are not limited to, inconsistencies in policy, as witnessed in the automobile industry, failure to diversify the economy owing to overdependence on oil, and corruption, to name a few. In the automobile industry, a fair distribution of R&D allocations and investments is required. Appropriate investment can help Nigeria become a regional automotive powerhouse in the long run by driving the industry's overall development.

V. METHODOLOGY

A secondary approach was adopted to gather data for this study. The data was collected from the World Bank, ILO Database, National Bureau of Statistics, Statistical Yearbook of China, OICA, and CAAM websites. The content analysis method was used to analyze the data. This is due to its heavy reliance on secondary source data.

VI. CONCLUSION

This study examines how innovative policy can positively influence development and create job opportunities for the automobile industry in Nigeria. Although policymakers in the last three decades have shown concern about innovative policies in the automobile industry and their significant relationship with job creation, in Nigeria, these policies are more theoretical and are never implemented accordingly. Nigeria's unemployment rate is at an all-time high, even though the country remains Africa's largest economy.

The study indicates that innovation is a powerful policy instrument for creating jobs and accelerating the country's development. In terms of automobile policies, African countries in general, and Nigeria in particular, should learn from achievers like China. One of the main reasons why automobile policies in Nigeria fail is that they are so short-lived, especially when compared to China's regular 5-year automobile programs. The following recommendations, however, are expected to go a long way toward assisting the country in achieving export-oriented automobile development through solid policy formation, implementation, and evaluation.

VII. RECOMMENDATION

1. Automobile policies in Nigeria, like those in China, should span at least five years, with measures in place to guarantee that all policies in the country achieve their stated aims and objectives.
2. As previously stated, China's automobile sector grew significantly as a result of the government's aggressive investment in research and development. More money should be invested by the government in research and development.
3. Corruption has long been a stumbling block to Nigeria's innovative development. Nigeria must fight corruption by improving anti-corruption legislation, institutions, reorienting the populace, strengthening transparency, prosecuting corrupt officials regardless of who they are, raising political leadership

commitment, and digitizing many income remittance methods.

4. Nigeria should gear up to be Africa's top investment destination. This will aid the country's industrialization, diversification of export profits, enhance government revenue, and alleviate unemployment and poverty. Nigeria can attract investors with its low-cost labor, land, raw materials, and vast market. The creation of a favorable investment environment attracts foreign investments.
5. Policymakers must also ensure that other sectors of innovation, such as business models, services, and supply chains, are supported. New operational models such as incubators, co-creation, and corporate venturing can help because how you innovate impacts what you develop.

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