
**TESTIMONIALS FROM CRITICAL STAKEHOLDERS
OF
ASSA WALTERSMITH LANLORDS MASS TRANSIT SCHEME
(OCHIA-ASSA WALTERSMITH GMoU)**

Powered by:



IMO STATE, NIGERIA



Testimonials

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INTRODUCTION

The Assa Waltersmith Mass Transit Scheme is an economic empowerment programme targeted at youths of Assa community who are the host community of Waltersmith Petroman Limited. The relevance for implementing a project of this nature is the realities of having a high incidence of unemployment and youth restiveness which is akin to Oil Producing states in the Niger Delta and other parts of the country. With the Youths being cut-off from gainful employment, there is the high tendency for them to disrupt the relative peace in the community and this have the tendency to impact negatively on the smooth operations of Waltersmith in Imo state as well as other organizations operating in the area.

Hence, the aim of the project is to ensure the economic livelihoods of the beneficiaries are guaranteed while they are able to meet their basic needs while also catering for the needs of other dependents.

FEEDBACKS AND TESTIMONIALS

In a bid ascertain the success of the project implementation and know how well the buses are being put to use by the beneficiaries and other sundry matters, there was the need to speak with some of the beneficiaries and critical stakeholders. Below are **excerpts** from the discussions:

NDUKA LIGHT (BUS BENEFICIARY)



My name is Nduka Light and I am one of the beneficiaries of the transport scheme project. This project is very good to me and I am making money from it. There are days when I make between N10,000-N13,000. However, some days I can make as low as N7,000-N8,000. I save between N5,000-N6,000 daily while I have to manage the rest. Since the bus was given to me, it has not given me problems. I don't have to incur so much on maintenance and because the vehicle is very strong for my use, I believe before 8 months I can repay the money for the bus.

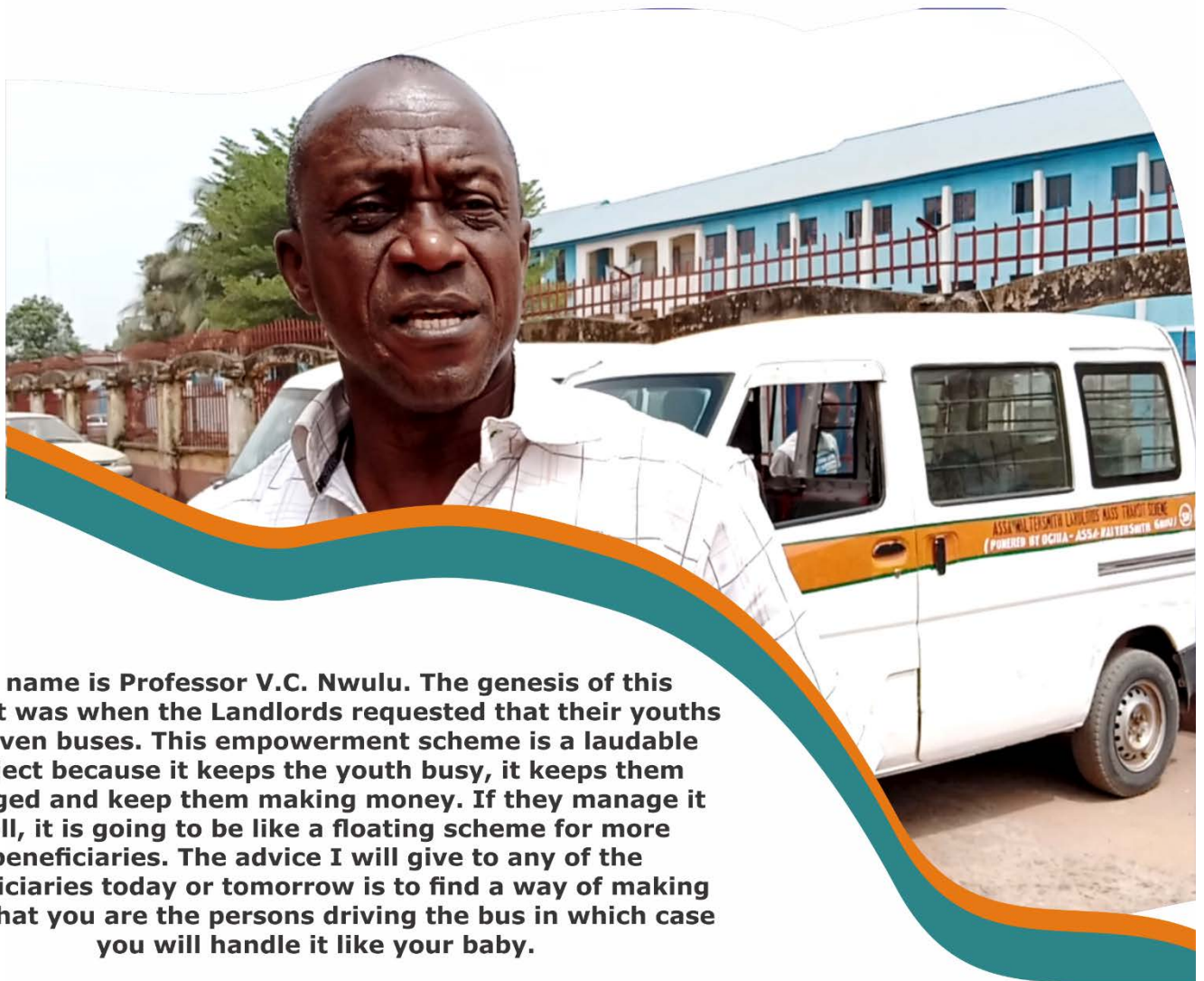
As for Waltersmith, they have done marvelously well and I advise my other colleagues who are also beneficiaries and are having some challenges to go and learn the technicalities of the vehicle and drive it by themselves.

ZEBULON ENOCH EZE (BUS BENEFICIARY)



My name is Zebulun Enoch Eze and I am from Assa-Umobi Community. If I tell you how I feel, maybe it will fill-up a full-scarp sheet. I thank God for this opportunity from Waltersmith to remember us for this type of scheme. It is helping families and not just the youths who are the immediate beneficiaries. Though I am the one driving the bus, but it is not just me alone that is gaining from the vehicle. There is the need for the scheme to continue. The reason is because as one of the beneficiaries, it has changed my life as I was nowhere to be found. I usually have a savings of between N4,000 to N5,000 after taking out my expenses. Going forward, I suggest that in the process of selection, the prospective beneficiaries should be sent for lectures and training, in a bid to help some of our brothers who are inexperienced and are using these vehicles. This will go a long way in making things better.

PROFESSOR V. C. NWULU (GMoU BOARD CHAIRMAN)



My name is Professor V.C. Nwulu. The genesis of this project was when the Landlords requested that their youths be given buses. This empowerment scheme is a laudable project because it keeps the youth busy, it keeps them engaged and keep them making money. If they manage it well, it is going to be like a floating scheme for more beneficiaries. The advice I will give to any of the beneficiaries today or tomorrow is to find a way of making sure that you are the persons driving the bus in which case you will handle it like your baby.

HRM EZE EMMANUEL ASSO (TRADITIONAL RULER OF ASSA)



The transport scheme has reduced the youth restiveness and unemployment in our communities.

Since some of the youth have benefited from the scheme, they will come out from the creeks and they will be useful to themselves and the society. We are happy about it. A lot of persons applied for this but they did not get it. Those that have not gotten today might get it tomorrow. We are still hopeful that Waltersmith will bring more for those ones who want to go into transport scheme business.

CONCLUDING REMARKS

The feedbacks from the beneficiaries and critical stakeholders have unearthed the need to continue to sponsor a project of this nature. It is observed that more youths are willing to be enrolled in subsequent projects of this kind, hence there is the need to scale up to accommodate more beneficiaries. Also, there is the need to build the capacity of the beneficiaries on defensive driving and routine maintenance skills even as they venture into transport business that will meet the needs of commuters.