
PETROL SUBSIDY REMOVAL AND ITS IMPACT ON HOUSEHOLD INCOME IN BAYELSA STATE: A STUDY OF IGBOGENE AND AKENFA IN YENAGOA METROPOLIS

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Abstract

This study examines the impact of petrol subsidy removal on household income in Bayelsa State, focusing on Yenagoa metropolis. Petrol subsidy removal has been a highly debated issue among political analysts and economists in Nigeria since the return of civil rule in 1999. The government's argument for fuel subsidy removal is based on the claim that the petrol subsidy is a drain on government finances and fosters corruption in the downstream sector of the oil industry. On May 29th, 2023, fuel subsidy was eventually removed by President Ahmed Bola Tinubu in his inaugural speech. This led to an unprecedented rise in transportation fares, food prices, and the cost of goods and services in Bayelsa State. This study aims to analyze how the removal of fuel subsidy has impacted household income in the Yenagoa metropolis of Bayelsa State. The study adopted the descriptive survey research design, using questionnaires and oral interviews to gather primary data from residents in Igbogene and Akenfa in Yenagoa metropolis. A total of 300 questionnaires were administered, with 224 retrieved. The findings revealed that the removal of fuel subsidy has reduced the purchasing power of families, affected the standard of living in families, and increased the level of poverty in the country. The study recommends measures such as monthly cash transfers to vulnerable citizens, subsidized essential goods, and price controls on essential items to mitigate the impact of fuel subsidy removal in the country.

Keywords: *Fuel, Subsidy, Subsidy Removal, Household Income*

Introduction

The history of petroleum subsidy in Nigeria dates back over four decades to the military era in the 1970s. During that period, most Nigerians were unaware that the price of petroleum products in the country was subsidized by the Federal Government. The institutionalization of petrol subsidy occurred after the promulgation of the Price Control Decree of 1977. The Price Control Decree of 1977 made it illegal for certain products, including petrol, to be sold above the government-regulated approved price. This decree, promulgated by the Olusegun Obasanjo military regime, aimed to mitigate the impact of the global “Great Inflation” of the 1970s caused by the worldwide increase in energy prices (Onyeiwu, 2021).

Successive governments in Nigeria have maintained fuel subsidy as a mechanism to stabilize and control domestic fuel prices and provide a more visible economic benefit to the people (Adeoti et al., 2016). However, the continuous sustenance of fuel subsidy has strained government finances, making it challenging for the government to continue with the petrol subsidy policy.

In the past two decades, the Federal Government has repeatedly expressed its inability to sustain petrol subsidy. The government argues that the substantial amount used in subsidizing the Premium Motor Spirit (petrol) amidst competing demands from other sectors of the economy should be redirected towards infrastructure, health, education, among others. Additionally, the government claims that petrol subsidy imposes a significant strain on the nation’s finances and fosters corruption in the oil industry.

Despite the government’s arguments for the removal of petrol subsidy, attempts to do so have been met with strong resistance from labour unions and civil society organizations in the country. For instance, when the Goodluck Jonathan administration announced the removal of fuel subsidy on January 1, 2012, increasing the pump price of fuel from N65 to N141 per liter, the move was met with a ten-day national strike and massive protests by various groups and individuals like Muhammadu Buhari, Wole Soyinka, and Ahmed Bola Tunubu to mention but a few. The national strike and protests forced the Federal Government to reduce the pump price of fuel from 141 to N95 per liter (Adekoya et. al., 2022).

Ten years after the “Occupy Nigeria” protest against fuel subsidy removal, the call for the removal of fuel subsidy by the Federal Government ones again resurfaced. For instance, former President Muhammadu Buhari's administration announced that fuel subsidy would be removed effective from July 2022 (Premium Times, 2022). The announcement sparked a lot of criticism, particularly from organized labour. The Nigeria Labour Congress (NLC) and the Trade Union Congress (TUC) vehemently opposed any attempt to remove fuel subsidy due to the hardships faced by workers and Nigerians.

The criticism over the removal of fuel subsidy and the planned protest by the Nigeria Labour Congress and Trade Union Congress scheduled for January 27, 2022, forced the Federal Government to suspend the removal of fuel subsidy. The Minister of Finance, Zainab Ahmed, stated that the government has realized that the timing of the planned removal of petrol subsidy is “problematic”, and will worsen the suffering of Nigerians (Premium Times, 2022). The removal of fuel subsidy was announced on May 29, 2023, by Ahmed Bola Tinubu in his inaugural speech as the 16th President of the Federal Republic of Nigeria. He declared that petrol subsidy is no gone. This declaration led petrol stations across the country to adjust their pump prices to as high as 600 naira per liter of fuel (Tolu-Kolawole, 2023). Prior to May 29, 2023, the Premium Motor Spirit (petrol) was sold at around N197 in fuel stations across the

country, but it skyrocketed to between N600 and N670 in fuel stations in Bayelsa State, except at the NNPC station where fuel is sold at N595.

The increase in the price of petrol will undoubtedly affect transportation fares, the prices of food items and other commodities, as well as the household income of residents of Yenagoa metropolis. Given these impacts, this study aims to investigate how the increase in the price of petrol has affected household income in Yenagoa metropolis of Bayelsa State.

Statement of the Problem

The issue of fuel subsidy removal has been a burning issue in Nigeria for the past two decades. Successive governments in Nigeria since the return of civil rule in 1999 have argued that they cannot continue to subsidize the Premium Motor Spirit (PMS) popularly known as petrol for domestic consumption. The argument of the Federal Government is premised on the huge amount of money used to subsidize petrol in the country. Also, the high foreign exchange rates that is the rate at which the Nigerian currency (the naira) exchanges the US dollar, also impacts petrol subsidy as Nigeria relies mainly on imported petrol.

The inability of the government to sustain fuel subsidy has led to a gradual increase in the price of petrol in the past two decades instead of outright removal of fuel subsidies due to stiff opposition from the Nigerian Labor Congress (NLC) and Trade Union Congress (TUC). For example, an attempt by former President Dr. Goodluck Ebele Jonathan to remove fuel subsidy on the 1st of January 2012 from N65 to N141 led to a ten-day national strike and massive protests by labour unions, civil society organizations, and eminent Nigerians across the country.

The national strike and the nationwide protest forced the government to reduce the fuel price from N141 to N95. The NLC and TUC's opposition to the removal of fuel subsidy is premised on the high level of poverty in the country and that the removal of fuel subsidy will further impoverish millions of Nigerians.

The removal of the petrol subsidy by Bola Ahmed Tinubu on May 29, 2023, led to an increase in the price of petrol across the country to as high as 600 naira per liter of fuel (Tolu-Kolawole, 2023). The increase, which was over 300% of the old price, led to an unprecedented increase in transportation fare, prices of foodstuff, beverages, etc. in Bayelsa State. This increase in transportation fares and the price of food items will negatively impact residents of the Yenagoa metropolis. It is against this background that this study investigates how the removal of petrol subsidy impacts household income in the Yenagoa metropolis of Bayelsa State.

Research Questions

The study was guided by the following research questions:

- (i) Does the removal of fuel subsidy affect households' income?
- (ii) How does the removal of fuel subsidy impact the residents of Yenagoa metropolis?

Objectives of the Study

The study is aimed to achieve the following objectives:

- (i) To examine the effect of petrol subsidy removal on household income in Yenagoa metropolis.
- (ii) To investigate the impact of petrol subsidy removal on the people of Yenagoa metropolis.

CONCEPTUAL REVIEW/THEORETICAL FRAMEWORK

Subsidy

The term subsidy is used in different contexts, it can be energy subsidy, subsidy on goods or services, or subsidy on tax. Onyeiwu (2021) noted that in Nigeria, the era 1970-1979 was a period where visually everything was subsidized by the government. This includes education, health, electricity, water supply, air travel, and even provisions or essential commodities such as milk, sugar, rice, wheat, etc.

Subsidies are direct or indirect payments made by the government to businesses or individuals. Direct subsidies involve cash payments from the government to the recipients. Indirect subsidies, on the other hand, are certain economic benefits given to industries or households such as government policies on tax breaks (Nigerian Economic Summit Group, 2023).

Aderonke (2013) averred that subsidy is any measure that keeps prices consumers pay for goods or products below market levels for consumers or for producers above market. He added that the purpose of subsidy is to help individuals and businesses purchase/acquire essential goods and services that they may not be able to afford, under normal circumstances.

A subsidy is a measure taken by the government to keep the prices of goods or services consumers pay below the current market price. In other words, what the consumers pay is not the actual price of the goods or services. This is because such goods or services have been subsidized. It therefore means that subsidy is a direct or indirect benefit provided by the government to individuals or business organizations which can be in the form of a reduction of tax, transfer of cash, or reduction of prices of goods or services to enable the final consumer pay less for such good or services.

The essence of subsidy is to make the good or service affordable and accessible to ordinary citizens who may be able to afford the real market price of it.

Petrol Subsidy

Energy subsidies and especially fuel subsidies in Nigeria which is the subject of this review, have a long history dating back to over four decades. Petrol subsidy according to Aderonke, (2013) is the fraction of the price that consumers are supposed to pay to enjoy the use of petroleum products that is paid by the government to ease the price burden. He added that Fuel subsidy is a government programme created to reduce how much Nigerians have to pay for petroleum products, which include: Petroleum Motor Spirit (Petrol), Automotive Gas Oil (Diesel) and Dual Purpose Kerosene (Kerosene), and to protect the citizens from crude oil volatility on the international market.

Fuel subsidy is one of Nigeria's consumption subsidy programmes the government aims at lowering the cost of fuel by providing direct financial support to oil firms, thereby lowering the fuel price for consumers.

The Nigerian government subsidizes gasoline by paying marketers the difference between the market price called the 'Expected Open Market Price' (EOMP) and the government-approved retail price for PMS. The EOMP is calculated as the sum of landing costs (all costs incurred up until product purchase, including production in foreign refineries, shipping, and port charges), the cost of distribution in Nigeria, and the various actors' profit margins, plus taxes (International Institute of Sustainable Development, 2012). Petrol subsidy thus is the financial assistance from the government to oil marketers (firms) to keep the price of fuel in the country below the market price. The essence of fuel subsidy is to bring down the price of fuel and make it affordable to consumers of fuel in the country.

Petrol subsidy in Nigeria is operated through the Nigerian National Petroleum Company Limited (NNPC Ltd), which sells the petrol it obtains at the international price to local distributors at a subsidized. The fuel subsidy is equal to the volume of petrol imported multiplied by the difference between the import price of petrol and the discounted price. As of June 2022, the World Bank stated that Nigeria had one of the lowest petrol prices globally (Nigerian Economic Summit Group, 2023).

Petrol subsidy has undoubtedly been the most debated issue in Nigeria for decades due to the rise in claims for payment for petrol by major oil marketers amid dwindling government revenues. The continuous increase in subsidy payments which affect government finances has led to calls for the outright removal of subsidy from petrol. For example, in 2022, the landing cost of fuel in Nigeria was N462 whereas fuel was sold at an average price of N165. The government was paying N297 per litre for the 68 million litres of petrol consumed daily. The implication is that the government has subsidized fuel to the tune of 297 according to the Nigerian National Petroleum Company Limited, NNPC (Obas, 2022).

It was reported that in 2022 alone, a whopping sum of N2.74 trillion was used in the payment of fuel subsidy as against N310 billion used in the payment of petrol subsidy in 2015. This figure represents 783.9 increase from the N310 billion used in the payment of petrol subsidy in 2015 (Nigerian Economic Summit Group, 2023).

Some Benefits of Fuel Subsidy in Nigeria.

Despite the claim by the Federal Government that fuel subsidy negatively impact government finances and by extension the overall economic development of the country, the benefits of fuel subsidy cannot be overlooked. The following are some of the benefits of fuel subsidy in Nigeria.

(i) **Welfare Sustenance and Affordability:** Given the significant impact of fuel on the daily lives of Nigerians. This is because fuel subsidy makes petrol affordable and accessible to ordinary citizens who may not be able to afford it if the subsidy is removed. Furthermore, fuel subsidy sustains the welfare of the citizens in the face of higher crude prices in the international market. Fuel subsidy is a very tangible means for governments to support the citizens, particularly in countries like Nigeria that lack the administrative capacity to offer social and economic support through other policy mechanisms (Victor, 2009).

(ii) **Sustenance of Industries and Businesses.** Energy is a major factor facing businesses in Nigeria due to inadequate power supply. Fuel subsidy has filled the gap of the inadequate power supply as many industries and businesses rely on cheap petroleum products such as diesel and petrol to run their businesses. This has helped to support and sustain businesses across the country. It is important to point out that one reason why most industries and small-scale businesses have not closed down before the removal of the fuel subsidy in 2023 despite the epileptic power supply in the country is because of the cheap petrol in the country.

(iii) **Lower and Stabilize the Prices of Goods and Services:** Due to the volatile nature of crude oil prices in the international market, any increase in the price of crude oil will affect the domestic price of goods and services in Nigeria. Petroleum subsidy therefore helps to lower and stabilize the price of goods and services. This helps to check inflation and improve household income in the country. For example, the removal of fuel subsidy in May 2023 led to high prices of goods and services which eroded the purchasing power of workers in the country.

(iv) **Stimulate Economic Growth:** Fuel subsidy helps to stimulate economic growth. With improved accessibility and affordability of petrol as a result of subsidy, fuel subsidy can help stimulate economic activities in Nigeria. Businesses that rely mainly on electricity such as manufacturing firms, banks, media, telecommunication companies, and small-scale businesses can generate their electricity without relying on government or private companies to provide them with the energy needed to run their business. This helps to stimulate economic activities and by extension economic growth in the country.

(v) **Reduction of Poverty:** Fuel subsidy in Nigeria have helped to reduce the level of poverty in the country. Virtually fuel is needed for almost every activity in Nigeria ranging from transportation, electricity, etc. An increase in the price of fuel leads to high cost of transporting agricultural produce, transportation of finished goods, and high cost of generating personal electricity for businesses. All these costs are transferred to the final consumer thereby creating poverty in the country. In June 2023, the World Bank averred that the removal of fuel subsidy would push about 7.1 million Nigerians into poverty if the Federal Government failed to provide palliatives for the masses. According to World Bank data, 89.8 million Nigerians were already poor as of the beginning of 2023. It stated that an additional four million Nigerians became poor between January and May 2023 raising the figure to 93.8million. The June 2023 World Bank projection means the number of poor people in Nigeria will rise to 100.9 million as a result of fuel subsidy removal (Tunji, 2023). The above is crystal clear that fuel subsidy is a mechanism for reducing poverty in Nigeria.

Theoretical Framework

The study is rooted in the Public Choice Theory. Notable scholars of this theory include Kenneth Arrow, Duncan Black, Anthony Downs, Mancur Olson, James M. Buchanan, and Gordon Tullock (Parlak & Dogan, 2022). The foundations of the theory were laid in the 1950s and began to gain traction in the 1960s. The concept of public choice theory continued to spread in the 1970s. Gordon Tullock and James M. Buchanan are considered the modern pioneers of public choice theory in their book “The Calculus of Consent”. In the early 1960s, while studying the political aspect of wealth creation and economic growth, they introduced the public choice model as a more effective and intellectually satisfying paradigm for analyzing public policy (Parlak & Dogan, 2022).

Public choice theory explains the relationship between decisions made in public administration, politics, the economy, and the behavior of individuals operating in the field. The theory is based on the behavior of public officials when making decisions. The theory assumes that public officials prioritize their individual benefits over the public interest when making decisions. According to the theory, individuals do not prioritize the needs of public institutions and citizens when making political or administrative decisions. What public officials are concerned with when making decisions is satisfying their own interests (Parlak & Dogan, 2022).

Applied within the context of the study, the petrol subsidy removal is against the interest of the public due to the pains it will inflict on Nigerians. Therefore, from the perspective of the public choice theory, the removal of the petrol subsidy by President Bola Ahmed Tinubu is seen as being in his own interest rather than in the interest of the general public.

Method of the Study

The study utilized a descriptive survey research design, employing questionnaires and oral interviews to gather the primary data. To ensure that respondents who can comprehend the study's purpose were selected, the purposive sampling technique was employed. Three hundred (300) questionnaires were distributed to civil servants and traders in Igbogene-Epie

and Akenfa-Epie in the Yenagoa metropolis, and two hundred and twenty-four (224) were retrieved.

Oral interviews were conducted alongside the questionnaire administration, focusing on business people who may have difficulty reading. The goal was to gather their perspectives on how the removal of fuel subsidy impacted their business and income. The information obtained from the oral interviews supported the data collected from the questionnaires in the analysis. The data from the questionnaires were analyzed using the arithmetic mean

Findings and Discussion

Table 1: The effect of fuel subsidy removal on household income.

S/N	Items statement	SA (4)	A (3)	D (2)	SD(1)	Total	$\bar{x}$	Decision
1	Reduces the purchasing power of families.	122	99	2	1	224		
	Weight of Responses	(488)	(297)	(4)	(1)	790	3.5	Agreed
2	Affect families' standard of living.	111	109	2	2	224		
	Weight of Responses	(444)	(327)	(4)	(2)	777	3.4	Agreed
3	Affect the basic needs of families.	117	103	3	1	224		
	Weight of Responses	(468)	(309)	(6)	(1)	784	3.5	Agreed
4	Affect household savings.	120	99	2	3	224		
	Weight of Responses	(480)	(297)	(4)	(3)	784	3.5	Agreed
	Arithmetic Weighted Mean				3.47			
	Criterion Mean				2.50			

Source: Authors field data, 2024.

The data presented in Table 1 shows that the arithmetic weighted mean of 3.47 is greater than the criterion mean of 2.50. The result indicates that the removal of fuel subsidy has reduced the purchasing power of families, affecting the standard of living and basic needs in Yenagoa metropolis. Furthermore, it is evident that the removal of fuel subsidy has impacted household savings in the area.

The findings from the questionnaire align with interviews conducted with residents of Igbogene and Akenfa in Yenagoa metropolis. Many individuals expressed that the removal of fuel subsidy has significantly affected their income, making it challenging to support their families. For instance, Madam Gloria, a single mother of two children in Igbogene, mentioned that the removal of the fuel subsidy has impacted her ability to sustain her family with income from her hairdressing salon business. She explained that prices have substantially increased, making it difficult for her income to cover basic expenses.

Similarly, John Ebimo, a cement seller in Akenfa, stated that the removal of the fuel subsidy has made it difficult for his family. He indicated that the profit from his business is no longer sufficient to feed his family due to the rise in the prices of food items and transportation fares. He emphasized the need for the government to provide support to business owners affected by the subsidy removal.

Mrs. Josephine Abrakaki, a civil servant residing in Igbogene, also highlighted the adverse effects of the removal of fuel subsidy on her income. She emphasized that the increased prices have made it challenging to provide for her family and save from her salary. Another civil servant from the Niger Delta University (NDU) in Amassoma, Bayelsa State, residing in Akenfa, expressed similar concerns, stating that the removal of fuel subsidy, coupled with the non-implementation of promotions, has significantly impacted her family's financial stability.

The findings from the questionnaire and oral interviews demonstrated that the removal of fuel subsidy has negatively impacted household income in Yenagoa metropolis, leading to increased costs of essential items and a reduced ability for families to save from their salaries and businesses due to high inflation in the country.

The findings reveal that the removal of fuel subsidy has made it difficult for families to save from their salaries and businesses. This is due to the high inflation in the country, which has eaten up their income, making it challenging for families to save for the rainy day.

Table 2: The impact of fuel subsidy removal on residents of Yenagoa metropolis.

S/N	Items statement	SA (4)	A (3)	D (2)	SD(1)	Total	$\bar{x}$	Decision
1	High cost of running businesses.	116	104	3	1	224		
	Weight of Responses	(464)	(312)	(6)	(1)	783	3.5	Agreed
2	Increased in transportation fare.	121	98	2	3	224		
	Weight of Responses	(484)	(294)	(4)	(3)	785	3.5	Agreed
3	Increase in crime rate.	118	101	3	2	224		
	Weight of Responses	(472)	(303)	(6)	(2)	783	3.5	Agreed
4	Increase in the poverty level.	122	99	2	1	224		
	Weight of Responses	(488)	(297)	(4)	(1)	790	3.5	Agreed
	Arithmetic Weighted Mean				3.2			
	Criterion Mean				2.50			

Source: Authors field data, 2024.

The data presented in Table 2 shows that the arithmetic weighted mean of 3.5 is greater than the criterion mean of 2.50. The results show that the removal of fuel subsidy has increased the cost of running businesses and the cost of living in Yenagoa. Additionally, the removal of fuel subsidy has contributed to an increase in crime and poverty levels in the state capital.

The findings from the questionnaire align with several interviews conducted with residents of Igbogene and Akenfa in Yenagoa metropolis. Most of the people interviewed expressed that the removal of fuel subsidy has had a negative impact on them. For instance, a barber in Ebi-Sam road in Akenfa, who preferred to remain anonymous, stated that the cost of running his barbing salon has increased tremendously. Before the removal of fuel subsidy, the charge for adults was N500 when fuel was sold between N190 to N220. However, with the increase in fuel prices to over N600 naira, He now charge N600 naira for adults, and yet, people are still complaining about the high prices he stated. He also mentioned that due to erratic power

supply, he hardly makes a good profit from his barbing salon business. He added that besides fuel, other costs needed to run his barbing salon business have also increased, which he attributed to the removal of fuel subsidy.

Similarly, Mr. Edebie, who operates a Bet9ja business in Akenfa, stated that the removal of fuel subsidy has negatively impacted his business. Due to the high cost of petrol, he can no longer power his generator, so he has had to convert his generator to run on cooking gas.

Miss Ebi, a civil servant living in Igbogene, stated that the removal of fuel subsidy has led to over a 100 percent increase in transportation fares in Yenagoa. For example, the fare from Igbogene to Tombia Junction, which used to be N150 before the removal of fuel subsidy, is now over N300 to N400. She attributed the high transportation fares in Yenagoa to the removal of fuel subsidy and also cited it as a reason for the increase in food prices in the state.

In the same vein, Miss Ruth, a food vendor and single mother of two children in Akenfa, mentioned that the high cost of transportation forced her to move her children from their school in Ede-Epie to a school closer to her house. Before the removal of fuel subsidy, she used to spend N400 daily on transportation for her children, but that amount has now increased to N800 daily, which the profit from her food business cannot sustain.

Mr. Ebiwei Rufus, a civil servant residing in Igbogene, noted that the removal of fuel subsidy has pushed many people into poverty. He stated that hunger and poverty are visible on the faces of people everywhere in Yenagoa. According to him, the removal of fuel subsidy has also led to an increase in criminal activities in Igbogene and Yenagoa in general. Reported cases of theft of plantains, peppers, okra, etc. from farmlands in 2024, are alarming he stated. He added that the rate at which criminals break into people's houses and shops to steal food items has increased, which he points to hunger and poverty.

Mrs. Ebi in Akenfa, who is a foodstuff seller, also noted that criminal activities, particularly break-ins and theft of foodstuffs such as gari, beans, rice etc. has risen. She also added that stealing of plantains, okra, peppers, from farms has also increased. She asserted that the hardship in the country is making people to engage in criminal activities.

The findings from several interviews and data obtained from the questionnaire showed that the removal of fuel subsidy has had a negative impact on the residents of Akenfa and Igbogene in Yenagoa metropolis. All the small business owners that use petrol to run their businesses complained about the high cost of running their businesses. The findings also showed that transportation fares in the state capital have skyrocketed, leading to increased costs of living. The removal of fuel subsidy has also pushed many people into poverty in the state, contributing to a rise in criminal activities in Yenagoa metropolis.

Conclusion

The removal of fuel subsidy in Nigeria is a complex and controversial issue. It has brought pains and has increased the sufferings of Nigerians due to the high inflation in the country leading to hike in prices of food items, goods and service and increase in transportation fare. The study found out that petrol subsidy removal in 2023 has reduced the purchasing power of families, affected the standard of living and reduced household savings.

The removal of fuel subsidy has also increased of poverty and crime rate in the country due to the high cost of things. It is therefore important for the government to have measures in place to mitigate the immediate impact on the most vulnerable citizens and ensure that the savings from subsidy removal are used prudently for the overall benefit of the country.

Recommendations

- (i) **Social Safety Programmes:** Both the Federal and State Governments should implement more reliable and sustainable social safety programmes, such as monthly cash transfers to vulnerable citizens to mitigate the impact of subsidy removal on the masses.
- (ii) **Subsidy on Essential Goods and Price Control:** The federal government should subsidize essential goods such as rice, beans, and groundnut oil. Additionally, the government should ensure price controls on these goods to prevent unnecessary price hike in the country.
- (iii) **Introduction of Compressed Natural Gas (CNG) buses:** The Federal Government should purchase and distribute CNG buses across the country to mitigate the high transportation fares caused by the removal of fuel subsidies. Additionally, CNG conversion centers should be opened across major cities in Nigeria to enable vehicle owners to convert their vehicles to run on CNG.

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