

## **CHAPTER ONE**

### 1.0

### **INTRODUCTION**

The chapter addresses background to the study, statement of the problem, general and specific objectives of the study, research questions, scope of the study, the significance of the study and limitations of the study.

#### 1.1 **BACKGROUND TO THE STUDY**

Transportation is one of the key sectors that play crucial role in achieving the goals of poverty eradication and sustainable development. The impact of transportation on development in various segments of the economy is not in doubt. It has been acknowledged that high quality transport system is a necessary precondition for the full participation of remote communities in the benefit of national development (Alex, Pearl and others, 2006:9).

Keeling and Mooney (2011:4) opine that economic development and transportation often go hand in hand. Transport contributes directly to the economic activities and employment through rail, road, air and maritime services. Fleet operators and commercial transport owners rely on commercial drivers to convey passengers and freight by providing safe and timely deliveries of products. Most importantly, transportation linkages between rural and urban areas are made possible by commercial drivers thereby encouraging investment in industry and agriculture.

The transportation sector acts as a barometer used in gauging the health of the economy of a nation. A healthy economy generally means

greater demand for goods and services. The first sector to reap the benefit of economic growth is the transport sector, thus, creating the need for more transportation workers such as drivers and managers. This signifies that the sector suffers when there are economic problems. These are apparent by the huge job losses in the transport industry during the recent economic downturn in the United States of America; where, according to the Council of Supply Chain Management Professionals (CSCMP, 2011:2):

*...the U.S. trucking industry lost almost 150,000 truck driving jobs since the beginning of 2008. However, it is anticipated that the industry will create about 200,000 new truck driving jobs by the end of 2011 and a further 200,000 next year, and this may be a sign that the greater economy is starting to recover.*

Dunford (2006:2) espouses that amongst the factors causing commercial drivers shortages are poor pay scales, deteriorating working conditions and retirement of experienced drivers. The imposition of tougher rules to reduce drivers hours of service discouraged most young people appreciating the lifestyle of drivers.

According to the European Automobile Manufacturer's Association (ACEA,2007:14) the commercial vehicle industry is vital to Europe's economic and social functioning. It serves both as an enabler of business, commerce and social life as well as a direct source of economic activity and employment.

United Kingdom, Germany, France, Japan and almost every European Union member country has a stake in commercial vehicles industry. It is a

global leader and a key industrial asset to the countries. In 2006, about 2.4 million commercial vehicles were manufactured in the European Union. It generates revenues of nearly €70 billion and accounted for 250,000 jobs directly (ACEA, 2007:15).

Notwithstanding that good transport networks are crucial for economic growth, poverty reduction and tourism development, its importance is not really well appreciated in Africa. Generally, transportation in the continent of Africa is dominated by road transport mode of the motorized transport. It accounts for 80 per cent of freights and 90 per cent of the passenger traffic on the continent yet it is neglected in various countries (UNECA,2009:2).

South Africa has the longest road network compared to any other country in Africa. The South African National Roads Agency Limited (Sanral) is responsible for the design, construction, management and maintenance of the country’s national road network. The roads include toll and non-toll roads.

According to the Ghana National Road Safety Commission (NRSC,2011:25) vehicular transport in Ghana is growing with increased socio - economic activities. The Commission posit a service level of about 22 million passengers movement by road while about 122million tons of freight movement per annum. It stated that commercial vehicles account for over 46 per cent of all registered vehicles in Ghana.

In Nigeria, the road transportation system account for over 90% of mobility. A rough estimate of the service level of commercial road transport indicates a total of about 432 million tons of freight movement by road per annum (Aworemi, Abdulazeez and others, 2009:427). The Federal Road Safety Corps (FRSC) (2011:4) advances that:

*The vehicles that travelled through the approved motor parks between 2008 to 2010 are 11,107,404; conveying 133,185,320 passengers, this is in addition to those that travelled using illegal road side motor parks.*

Road transport passenger and freight services are predominantly provided by commercial transport services and operated by Commercial drivers (Aworemi, Abdul-Azeez, Adewoye and Oyedotun, 2009:427; World Bank, 2009:20). This underscores the importance of commercial drivers in the socio – economic development of Nigeria. But the basic principle behind the economics of commercial road transport in the country is attributed to the issue of over speeding and overloading. It is done out of greed for profit and target setting for drivers by commercial transport owners.

In order to reposition the economy of this country from virtual dependence on oil to a substantial accommodation of non-oil sector, there is need to reposition the country’s drive for development in the major spheres of the economy. To ensure this and for policy continuity, consistency and commitment in pursuance and attainment of vision 20:2020 the Federal Government of Nigeria introduces a Transformation Agenda. The policy thrust of the Transformation Agenda as it affects transportation is to create

an integrated, intermodal and sustainable transport system that will be reliable and cost-efficient. It is the objective of this study to provide empirical information on the role of commercial drivers in the transformation agenda.

## **1.2 STATEMENT OF THE PROBLEM**

Commercial transport operators have remained the main providers of transportation in Nigeria. Some categories of these transport operators are regulated through the transport unions, while others are not. In an economy where unemployment is high and where almost anybody that can drive could be a commercial driver especially the low income earners, retrenched and retired workers who need to continue to earn a living through steady income found commercial driving fairly reliable. According to Federal Road Safety Corps (Datsama, 2011:3) the proliferation of unregulated commercial drivers operating smaller fairly used smuggled vehicles like Golf, Toyota Starlet and Toyota Corolla, with fairly used tyres in roadside illegal motor parks constitutes the highest number of road traffic crashes and insecurity.

Most commercial drivers work in poor conditions without rest or the benefit of taking an annual leave. Their remuneration is far below the minimum wage. They try to maximize passenger kilometre on the principle of more passengers, more load and faster speed to earn more money. The long hours of work in trying to maximize passenger kilometre keeps them away from family, causing them to live under poor conditions on the road,

exposing them to the dangers of contracting diseases, theft, and other forms of dangers which create both physical and emotional problems for them. The situation is aggravated by the lack of effective law enforcement and regulation.

Whether this category of drivers would be able to contribute positively to the attainment of sustainable transport system that will be reliable and cost-efficient as enshrined in the Transformation Agenda is a contended issue which this work studied in Kaduna and Sokoto metropolises.

### **1.3 GENERAL OBJECTIVE OF THE STUDY**

The general objective of the study was to appraise the role of commercial drivers in the success or otherwise of the Transformation Agenda of the Federal Government of Nigeria.

#### **1.3.1 THE SPECIFIC OBJECTIVES**

The specific objectives of the study were:

- a. To examine the contribution of commercial drivers to the socio-economic development of Kaduna and Sokoto metropolises.
- b. To examine the challenges commercial drivers face in trying to contribute to the success of Transformation Agenda.
- c. To examine the socio-economic effects of road traffic crashes by commercial drivers to transformation agenda.

- d. To examine the efficacy of commercial road transport System in achieving the goals of Transformation Agenda in Kaduna and Sokoto metropolises.
- e. To proffer recommendation and implementation strategies for improving the role of commercial drivers in the Transformation Agenda.

#### **1.4 RESEARCH QUESTIONS**

- RQ 1. What is the level of the contribution of commercial drivers to the socio-economic development of Kaduna and Sokoto metropolises?
- RQ 2. What are the challenges commercial drivers face in trying to contribute to the success of the transformation agenda?
- RQ 3. What are the socio-economic effects of road traffic crashes to the transformation agenda?
- RQ 4. What is the efficacy of commercial road transport system in achieving the goals of the transformation agenda in Kaduna and Sokoto metropolises?
- RQ 5. What are the recommendations and implementation strategies for improving the role of commercial drivers in the transformation agenda?

## **1.5 SCOPE OF THE STUDY**

The study concentrated on commercial vehicles drivers that operate buses who are members of National Union of Road Transport Workers (NURTW) and Road Transport Employers Association of Nigeria (RTEAN) operating in Kaduna and Sokoto metropolises as well as their passengers. Buses were selected as they constitute the major mode of transportation and are mostly found in the same motor park. The study covered a period of ten (10) years from 2001 to 2011. This period was chosen because it coincides with the period of democracy, introduction of vision 20:2020 and the transformation agenda. It is the period that witness increased mobility, access and commercial vehicles.

## **1.6 SIGNIFICANCE OF THE STUDY**

The outcome of the study can serve as a guide to government in evaluating the expected outcome of the transformation agenda as it affects commercial drivers. It can also offer commercial transport practitioners a platform to express their views and also appreciate government efforts in transforming the transport sector of the economy. It can further promote synergy between transport vehicle owners and security agencies. It can also make significant contributions to the existing body of knowledge on transportation and the role of commercial drivers in the Transformation Agenda.



## **1.7 LIMITATIONS OF THE STUDY**

There was general apathy and suspicion on the parts of respondents arising from distrust on security agents, consequently meetings were held with the leadership of the driver’s union to build trust and understanding. There were signs of impatience from the drivers, an indication that the questionnaire was rather lengthy. This problem was overcome by offering each of the respondents light refreshment. There is no standard bus town service in Sokoto state. Consequently, the number of other categories of buses were increased to meet up the required number. The literacy level of the drivers was rather low, requiring lengthy discussions on the aim of the research project as well as explanations on nearly all the items in the instrument for data collection in Hausa language which is language spoken by most of the respondents. Another major challenge encountered was in the retrieval of questionnaires as two states were involved in the study, but the problem was resolved using the research assistants who retrieved and forwarded the completed questionnaires.



trucks, vans, coaches, buses, taxi cabs, box trucks, trailers, tankers and trams. The main study will however, focus on commercial bus drivers.

Danjuma (2009:9) defines transportation as “...the conveyance of people, goods and services by road”. This definition is narrow and limited as a concept as it does not capture the real essence of transportation. Therefore it can not serve the purpose of this study.

According to Agunloye and Oduwaye (2010:2) transportation, “...implies the movement of people, goods, services and information by specific modes, some of which are roads, railways, airlines, and shipping lines”. This definition is an improvement over the previously stated definitions as it addresses the various modes of transportation. However, it is insufficient for the purpose of the study.

Kalilu (2008:62) defines transportation as, “...the management of the process of movement of human beings and their goods from one point to the other”. He maintains that transport is a paradoxical phenomenon that has been shaping the development of life, both positively and negatively. The definition is limited by the use of the phrase, “...Management of the process...” and can not be use for this study.

Similarly, Alkali (2010:8) defines transportation as, “The safe, reliable, cost effective movement of people (passengers) and goods (freight) from an origin to a destination for the purpose of satisfying customers requirement”. The definition does not cater for issues of sustainability and

safety which are paramount in transportation. This is because sustainable transport system generally allows for basic safe access and development needs of individuals, companies, and society to be met in a manner consistent with human health. It also balances development while promoting equity as well as supports a competitive economy. It operates efficiently, taking into account requirements for investment in capacity and the need for maintenance.

The United State Department of Transportation, Vision 2050 (2001:34), views transportation as “...a system that can economically move anyone and anything, anywhere, anytime, on time, without fatalities or injuries; and is not dependent on foreign energy while being compatible with the environment” . This definition is adopted as it meets the ideal definition required for the study.

### **2.1.2 TRANSFORMATION AGENDA**

Transformation, according to Petinrin (2012:2 ) , “ ...is a process of profound and radical change that orients an organisation in a new direction and takes it to an entirely different level of effectiveness” . This definition implies a basic change of character and little or no resemblance with the past configuration or structure it is therefore rejected as it can not serve the purpose of this study.

Oladeji (2012:2) opines that Transformation Agenda denotes a deliberate policy designed to bring about pre-determined changes from a

former state of being characterised by weaknesses and deficiencies to a new state that will bring about improvement in quality and elimination of weaknesses and deficiencies associated with the former state. This is a better definition as it addresses the issue of change and the paramount issue of destination point. This definition projects transformation agenda as a vision or guide for future societal transformation through a qualitative structural change which include the building of strong institutions, strengthening of processes and identification with, and commitment of the people to the shared aspirations. This definition is adequate and adopted for the purpose of this study as it addresses all the indices that will make for complete transformation in a country.

### **2.1.3 COMMERCIAL MOTOR VEHICLE**

Danjuma (2009:9) defines commercial vehicle as "... a type of motor vehicle that may be used for transporting goods or passengers". This definition is too broad and highly generalised.

The European Union defines commercial motor vehicle as "...any motorised road vehicle, which by its type of construction and equipment is designed for, and capable of transporting, whether for payment or not:

(1) more than nine persons, including the driver;

(2) goods and standard fuel tanks". The definition does not address what a commercial motor vehicle is in the context of Nigerian transport industry, as there are commercial vehicles that carry as little as 5 people

including the driver. Furthermore the definition does not put into consideration gas fitted tanks designed for the direct use on such vehicles used for commercial purposes.

In the United States of America, the Federal Motor Carrier Safety Administration defines a commercial motor vehicle "...as any self-propelled or towed motor vehicle used on a highway in interstate commerce (business) to transport passengers or property when the vehicle-

- i. Has a gross vehicle weight rating (GVWR) or gross combination weight rating, or gross vehicle weight or gross combination weight of 4,536 kg (10,001 pounds) or more, whichever is greater; or
- ii. Is designed or used to transport more than 8 passengers (including the driver) for compensation; or
- iii. Is designed or used to transport more than 15 passengers, including the driver, and is not used to transport passengers for compensation; or
- iv. Is used in transporting materials".

This definition seems in-depth than the previous definitions, however, it is limited by "interstate highway and the number of passengers," as the Nigerian commercial vehicles ply all routes with different number of passengers or goods.

The National Road Traffic Regulation (NRTR, 2004:211) asserts that commercial motor vehicle is any vehicle bearing or required to bear commercial license plates such as; Taxi or hackney carriage authorised to carry not more than seven persons including the driver; private car hire driven by the hirer or the owner's driver; commercial vehicle authorised to carry goods and persons who are servants of the owner whilst in the employment of the owner; stage carriage authorised to carry not more than fifteen persons including the driver; stage carriage authorised to carry not more than fifteen persons including the driver but subject to Regulation 38(2); omnibus; private omnibus used for the free conveyance of employees; truck tractor; semi-trailer, which shall include flat beds, stake beds, roll-off containers, tanker bodies, dump bodies and full or partial box-type enclosures; and any other vehicle used for commercial in any way.

This definition is hereby adopted as it addresses all the elements of commercial motor vehicles the study intends to tackle.

#### **2.1.4 COMMERCIAL MOTOR DRIVER**

The concept of commercial driver is confusing as most scholars tend to ignore the fact that a lot of vehicle owners and private vehicle drivers now engaged in "picking" passengers en route their destination to supplement the cost of fuel or make extra cash. Garba (2009:9) defines Commercial Drivers as "...persons who drive or operate a vehicle for commercial gains." The definition is vague and inadequate for this study as

professionalism and qualification are not considered. Therefore, for the purposes of this study, commercial drivers are viewed as professional drivers that operate commercial vehicles for passengers or freight and holders of valid drivers license so specified, as well as members of organized commercial drivers union.

### **2.1.5 TRANSPORTATION AND TRANSFORMATION AGENDA :** **A NEXUS**

The Transformation Agenda which is a five (5) year (2011-2015) development plan of the Federal Government focuses on how best to harness the country’s vast natural resources in order to facilitate development based on sound and efficient policies and management. The basic destination point is to make Nigeria one of the twenty (20) leading global economies by the year 2020. The agenda projected growth in economy on baseline GDP growth rate of 11.7% and total investment of about ₦40.75 trillion of which 60% to be contributed by public sector with private sector accounting for the remaining 40%.

Transportation links various destinations and ferries people, goods and services. It has direct and indirect impact on economic activities and peoples welfare. An efficient transport system contributes to reduction in the cost of production. It affects all activities in the economy, as it enables firms across all sectors to work better thereby enhancing the productivity of private capital.



The contributions of this sector to the economy has however, been limited, due to the state of transport infrastructure. The annual loss due to bad roads is valued at N80 billion, while additional vehicle operating cost resulting from bad roads is valued at N53.8 billion, bringing the total loss per annum to N133.8 billion (CBN,2003:6).This figure does not take into account the man-hour losses in traffic due to bad roads and other emotional and physical trauma people go through plying the roads and the consequent loss in productivity. Overall, the poor state of roads in Nigeria impacts negatively on cost of production, and represents a major trigger of cost-push inflation.

The nexus between transportation and transformation agenda can be located in the role of transportation in providing access to employment opportunities, health, educational, cultural and other social services. Importantly transport linkages between rural and urban areas encourage investment in industry and agriculture thereby promoting economic and social development. This crucial for a country aspiring to be one of the twenty (20) leading global economies by the year 2020. It is evident that transportation plays a crucial role in shaping the destiny of many nations because modern industry and commercial activities rest on proper, well-developed and efficient transport system. Transportation is essentially the fulcrum upon which effective national transformation can be driven.

### **2.3 REVIEW OF RELATED LITERATURE**

Bernard, Bouck, and Young (2000:26) in a study to determine stress factors experienced among female commercial drivers in transport industry, found that motor fleet organizations especially commercial transportation facilities rely on motor vehicle drivers to transport freight and providing on-time deliveries of undamaged product to customers satisfaction. The authors further underscored the importance of commercial drivers by asserting that, "...if drivers are dissatisfied with their job, the company's reputation, customer satisfaction and freight transportation orders may decline," stressing that the situation may have great negative impact to the competitiveness of the motor fleet operation. This greatly influence the economics of commercial transportation firms. The researchers therefore recommended for regular analysis and care for the wellbeing of drivers in order to retain healthy drivers, and reduce occupational injuries, illnesses, job dissatisfaction and job "burnout". The recommendations are in order but commercial transportation in Nigeria is dominated by male gender. Therefore the findings may not be useful for the purpose of this study.

An overview of a research done by European Transport Safety Council (ETSC 2001:51) on the role of driver fatigue in commercial road transport crashes points driver fatigue as significant factor in commercial road transport crashes. That long haul drivers have fallen asleep at the wheel which increased crash risk at night. The study further espouses that, "...the

level of fatigue or sleep felt by a driver is a function of the amount of activity engaged by the commercial driver in relation to the brain's physiological waking capacity". It concludes that several factors can influence this physiological waking capacity of commercial drivers some of which include disturbed sleep, alcohol and drugs. Emphasis in this study is limited to only the role of fatigue in road traffic crashes, thus a gap in the subject of this study.

Aworemi, Abdul-Azeez and others (2010:118) in an analytical study to examine the causal factors of road traffic crashes in some selected states in south-western Nigeria found that drivers are faced with many problems that can cause stress when driving in congested and overcrowded cities, specifically by having their senses overloaded by the vast amount of information that needs to be continuously processed. They further assert that the types of information a typical city driver may encounter and need to react upon are numerous which include traffic signs, and signals, information about detour, billboards and other advertisements, horns, loud music from passing vehicles, vehicle changing lanes and pedestrians among others. This study though important, does not address the vital issues that needs to be addressed in the study at hand.

The Federal Road Safety Corps (FRSC,2010:25) in its research monograph 'Road Mirror' found that majority of commercial drivers in Nigeria are youths and the mode of training for the commercial drivers is

predominantly informal resulting in the transfer of bad driving habits from one bad driver to the other. This assertion was espoused in a study of road traffic congestion as a challenge in road traffic administration and road safety management in Nigeria. The import from this assertion signifies the need for a training programme in an approved driving school before driving test and issuance of drivers license. This is a requirement in Section 22(2) of National Road Traffic Regulation (NRTR), 2004. Though, the study does not completely address the requirements of this study, however, the importance of the recommendation cannot be over looked as the standard of the training programme will be uniform for all drivers. It will also inculcate safety consciousness, instil knowledge of road traffic signs, regulations and simple working mechanism of vehicles. This will improve drivers driving skills necessary for their job which will ensure excellent service delivery and better road safety culture.

The Bureau of Labor Statistics, U.S. Department of Labor, Occupational Outlook Handbook (2012:56) reports on the U.S. Federal Motor Carrier Safety Administration regulations on health requirements for commercial motor drivers. Federal regulations do not allow people to become bus drivers if they have a medical condition which may interfere with their operation of a bus, such as high blood pressure or epilepsy. A full list of medical reasons that may keep someone away from becoming a licensed bus driver include physical health, hearing ability, visual ability and

a host of others. This study emphasizes on health requirements for commercial driver it did not address the role of commercial drivers in transformation of any country therefore can not serve the purpose of this study.

Incidentally, the Nigeria Highway Code and National Road Traffic Regulation 2004 provides for only visual acuity test and information on blood group for drivers wishing to obtain Nigerian drivers license as against other health related issues. Medical tests on diseases like High blood pressure, Diabetes, Colour blindness, heart diseases like palpitations/irregular heartbeat, abnormal shortness of breath, mental disorders and other diseases that may generate health problems and risk to the drivers, freight and passengers were not considered as part of the requirements for issuance of Nigerian Drivers License.

In a study to determine the visual acuity of minibus drivers providing commercial transport services in Plateau State Nigeria, Lassa (2007:7) found that a proportion of drivers in the study had untreated cataract and uncorrected refractive error which may cause problems to the commercial drivers in the course of doing their jobs. He concluded that barriers to treatment of these ailments were attributed to lack of knowledge of where to obtain ophthalmic services, lack of time to go for treatment, and not being aware of the problem. He, therefore recommends that regular screening of the health condition of the drivers should be maintained, while concern

authorities, driver’s union and non governmental organisations should intensify public enlightenment. The emphasis in this study is on health condition of drivers but the subject of the study at hand is more encompassing, it deals with the role of commercial motor drivers in transformation of a country.

Ipingbemi (2003:10) in a study on the Socio-Economic Characteristics and Driving Behaviour of Commercial Drivers found that only drivers that ply long distance have valid drivers license and all the respondents were driving fairly used imported vehicles. The work also posits that most drivers use second hand or otherwise known as “tokunbo” tyres. It was discovered that, some drivers only know that their vehicles are due for service when such vehicles can no longer move. It concludes that lack of education, enforcement and high cost of new vehicles and parts have accounted for this problem. That to mitigate the trend, there should be subsidy for commercial vehicles, driving schools should be established all over the country. while strict enforcement of traffic regulations and intensive public enlightenment for the drivers and other road users should be ensured. The case of Lagos state in this direction is apt. This study also does not completely address the issues at stake which include an investigation of the role of commercial drivers in the total transformation of Nigeria.

Researches in Nigeria have confirmed that the major contributing factor responsible for the problems encountered in commercial transport

industry are the behaviour and performance of drivers (Aworemi, Abdul-Azeez and others, 2010:119; FRSC, 2010:25 and Wakawa,2008:23). Accordingly, Aworemi (2010:428) recounts some of the attitudes to include; inattention, cigarette smoking, poor medical conditions, alcohol and drug abuse; inattention to the roadway and surrounding traffic, speeding and disregarding traffic laws and traffic control devices, which could result from confusion or lack of knowledge of the roadway. The studies do not bridge the gap observed in the role of commercial drivers in transformation agenda.

In a study to determine the pattern of tobacco consumption among drivers plying Ibadan metropolis and its local government areas, Lasebikan and Ojediran (2012:4) found that commercial drivers use tobacco while driving thereby making them vulnerable to developing nicotine dependence. They posit that commercial drivers require vigorous health education awareness program on the consequences of tobacco including the need for government to enforce no-use tobacco policies on board vehicles. The study’s area of interests is limited as it was concern with smoking behaviour of drivers in a single state and can not bridge the gap as the subject of this study is broader.

The International Centre for Alcohol Policies (ICAP,2011:3) in Raitas Communications of Lagos reveals that commercial drivers are major contributors to drink driving incidents in Nigeria and their impact on road traffic crashes and economic losses are high. The study also found that,

commercial drivers that engaged in long distance journeys are at risk. According to the study, these category of drivers include drivers of taxis, buses, trucks, trailers, and oil tankers. Their habit of drinking and driving is linked to the pervasive perception and general notion that they need to “shine their eyes” i.e., be alert while on a journey. They use a cliché, “one for the road,” which translates that even if drivers have consumed a number of bottles of beverage alcohol, once it is time to travel on the road, they will need to take one more drink to help them see clearly and remain alert on the highway.

The study goes further that the sale of both branded and unbranded beverage alcohol products at motor parks and mid-highway towns where drivers stop to refresh are serious contributory factors to drink driving. In informal motor parks, some drivers from distant towns, who do not have a home to stay or cannot afford to pay for a hotel, sleep in the parks. In the process, they consume beverage alcohol, including locally brewed gins mixed with herbs called ‘kparaga’, ‘burukutu’, ‘shepe’, among others. Where there is sharia, the consumption of alcohol is not done publicly as such the commercial drivers resort to the use Indian hemp and other hard drugs mixed in soft drinks or bottled juices. This study only scratches part of the problem, the subject of the study goes beyond drink driving.



Other literatures exposed commercial drivers especially long-distance truck drivers to early geographical spread of HIV ( Oruboloye, Caldwell and Caldwell, 1993:32, Wilson *et al.* 1994 in Marck, 1999:72).

Marck J., (1999:92) after reviewing some African and Asian literatures on long distance truck drivers’ sexual cultures and attempts made to reduce HIV risk behaviour among them, maintains that long-distance truck drivers in Africa, India and Thailand have been found to participate in vigorous sexual cultures at roadside settlements and border crossings whose transient residents are poor and often young women from rural hinterlands. Through sex for payment in cash or kind, many of these drivers and women have multiple partners and such drivers have spread HIV widely through out the African AIDS Belt, Thailand and India.

He further espouses on a survey conducted by Oruboloye and others (1993:91) on the main North – South highway the central finding was of a quasi – polygamous pattern where a typical driver has numerous regular sexual partners. This was collaborated in Aworemi, Abdul-Azeez and others (2009:429) where drivers complained of regular contraction of Sexually Transmitted Diseases (STD) from multiple sexual partners especially those drivers who spend most nights away from home. The study emphasises on sexual cultures of long distance truck drivers as against the contribution of commercial motor drivers in a transformation of a country.

The Bureau of Labour Statistics, US department of Labour (2012:4) reports that the entry level education for Delivery Truck Drivers was high school diploma or equivalent and have an annual wage as at May, 2010 of \$27,050; \$37,770 for Heavy and Tractor-trailer Truck Driver respectively; \$22,440 for Taxi Drivers and Chauffeurs whose entry level education was less than high school. Similarly, the annual wage in may 2010 for Bus Drivers ranges from \$27,580 to \$ 35,520 for those operating school buses and for those operating transit and intercity respectively. The study emphasises on entry qualification and remuneration of a category of drivers in the United States of America, it can not satisfy the requirements of this study. It is therefore rejected.

Johnston (2006:6) further explains that driver shortage in the industry has accounted for better pay and benefits. Among the perks being offered drivers are a chance to move to local routes to be home more and \$5,000 signing bonuses. One company is offering a pay feature that allows drivers to get a tax benefit by ensuring part of their pay as reimbursement for meals and expenses. This situation can not be said to be true in Nigeria the study is therefore rejected as it can not bridge the gap in this study.

According to Ipingbemi (2003:5) there is a relationship between the socio-economic characteristics, traffic behaviour and level of safety of commercial drivers. He also posits that the educational background of most commercial drivers in Nigeria is not more than Secondary School Education

and that commercial drivers in Nigeria are poorly paid, with no adequate incentives or insurance for them. Most commercial drivers are paid daily wages which range from N1,000-N2,500 depending on the city and the type of vehicle. He further asserts that the drivers after maintaining their vehicles, have a meagre sum that can not sustain them with their families. He states further that the incessant increase in fuel price has also led to job losses in the industry. The study was collaborated in Aworemi, Abdul-Azeez (2009:427) and FRSC (2010:3). Despite these, commercial drivers are poorly paid not minding the level of work and risk involved in commercial driving activity in Nigeria. the study just like others did not completely address the issue of the role of commercial drivers in transformation agenda and is therefore rejected.

From the literature reviewed, studies on commercial transport in the country have focused mainly on stress factors, training and health status of commercial drivers (Bernard and others,2000;Aworemi, 2010; FRSC,2010 and Lassa,2007). Some have attempted to show relationship between the socio-economic characteristics, traffic behaviour and level of safety of commercial drivers as well as on some other indices such as drivers sexual culture, condition of service and the attitudes of drivers (Ipingbemi, (2003); Marck, (1999); Aworemi, (2009); Wakawa, (2008) and Lasebikan and Ojediran (2012). The authors never mentioned the contributions of commercial drivers to the transformation agenda. The thrust of this study is

“Restricted”

to fill the observed gap in literature and contribute to uplift commercial transportation with a view to enhancing the role and contribution of commercial drivers to the goals of transformation agenda in Kaduna and Sokoto metropolises.

## CHAPTER THREE

### 3.0 **RESEARCH METHODOLOGY**

This chapter deals with the research methodology, describing sources of data collection, method of data collection, the sampling technique, sampling population and sample size among others.

#### 3.1 **SOURCES OF DATA**

##### 3.1.1 **The primary source:**

A twenty three (23) item questionnaire divided into three (3) parts was used to elicit information from commercial drivers and passengers in selected motor parks in Kaduna and Sokoto states. The questionnaires comprised multiple choice and Likert scale responses. Part one consisted of questions on the demographic features of all the respondents; in part two where commercial drivers who were expected to respond to questions on their driving experiences, training, mode of engagement, income level, its effect on their household and so on. While respondents in part three consisted of passengers who were expected to rate the drivers as well as commercial transport system in Nigeria.

##### 3.1.2 **Secondary source:**

The secondary sources of data in form of textbooks, term papers, journals, magazines, published and unpublished works were sourced from the following :-

- i. library of Federal Road Safety Academy, Jos.

- ii. FRSC National Headquarters Library.
- iii. Kaduna State Library Ibrahim Taiwo Road, Kaduna.

The Internet and other sources such as policy documents on transport were also utilised.

## 3.2 **METHOD OF DATA COLLECTION**

### 3.2.1 **Primary data collection**

#### i. **Sampling population**

The population of the study was 280 commercial bus drivers who were members of the National Union of Road Transport Workers (NURTW) and Road Transport Employers Association of Nigeria (RTEAN) operating in Kaduna and Sokoto metropolises and their passengers.

#### ii. **Sampling Technique**

Owing to the heterogeneous nature of the population, a stratified sampling technique was used to sub-group the population into the already existing branches of transport operators under NURTW and RTEAN. The classification of branches was done based on the capacity of the vehicle and distance travel. The branches were as follows:-

- a. Bus 10-18 seats long distance ,
- b. Bus 48 or more seats long distance (Luxurious Buses),
- c. Bus short distance,
- d. Bus town service.

Thereafter, the drivers who were physically available for the study at a particular branch (strata) were counted and ballot was conducted based on the number of samples required in the branch. Passengers were randomly selected in and around the motor parks. The sampling procedure used was a representation of the entire selected population with every person selected having equal opportunity of being drawn. Sample sizes were determined based on the level of activity and the size of the branches in the selected motor parks.

The selected motor parks were Kawo Motor Park, Mando Motor Park and Television garage in Kaduna. Central Motor Park, Illela Garage and Old Market Motor Parks were utilised in Sokoto. The state capitals were selected because of the volume of traffic and their ability to represent what is obtainable across the states. Furthermore, each of the state capital is the commercial nerve centre of the entire state.

iii. **Sampling Size**

The sample size for the study was 280 commercial drivers and passengers, selected from motor parks in Kaduna and Sokoto metropolises and the distribution is as follows:-

Table i: Distribution of sample size in Kaduna Metropolis

S/N	KADUNA	Sample size allocated	Branch	Distribution of Samples
	Motor Park/Garage			
1	Kawo	50	Bus 10-18 seats long distance	15
			Bus short distance	20
			Bus town service	15
2	Mando	35	Bus 10-18 seats long distance	10
			Bus 48 or more seats long distance	15
			Bus short distance	10
3	Television garage	55	Bus 10-18 seats long distance	15
			Bus 48 or more seats long distance	15
			Bus short distance	10
			Bus town service	15
TOTAL		140		140

Table ii: Distribution of sample size in Sokoto Metropolis

S/N	SOKOTO	Sample size allocated	Branch	Distribution of Samples
	Motor Park/Garage			
1	Central	65	Bus 10-18 seats long distance	20
			Bus short distance	30
			Bus 48 or more seats long distance	15
2	Old Market	50	Bus 10-18 seats long distance	10
			Bus short distance	15
			Bus short distance	20
			Bus Town service	5
3	Illela garage	25	Bus 10-18 seats long distance	10
			Bus short distance	10
			Bus town service	5
TOTAL		140		140

iv. **Instrument applied on sample size**

The questionnaires were administered with the help of three research assistants who were members of the Federal Road Safety Corps in each of the states. There was a pre-data collection instrument administration



meeting and review of the data collection instrument between the researcher and the research assistants in order to provide the research assistants with insight, background information and to familiarize them with the instrument. Thereafter, each of the team members handled a transport union branch in a particular motor park or garage. The research assistants also assisted in retrieval of the administered questionnaire.

v. **Technique for Data Analysis**

The feedback generated after the administration of the instrument were responses from the multiple choice questions and numerical responses on binary and Likert scales. The responses were coded and recorded in a database after which they were quantitatively analyzed using the Statistical Program for Social Studies SPSS version 15.0. Frequency of responses to all the questions in the questionnaire were computed and presented in charts and graphs.

## **4.0            DATA PRESENTATION, INTERPRETATION AND**

### **DEDUCTIONS**

The chapter analyses the data collected in the course of conducting the research work. Variables relating to transportation and the transformation agenda, the role of commercial drivers in socio-economic development of Kaduna and Sokoto Metropolises, the challenges encountered by commercial drivers and commercial transport system among others were examined. Thus providing the basis for testing the assumptions and addressing the research questions established previously in Chapter one. A total of 280 questionnaires were administered but only 236 were retrieved , representing 84.3% response value.

#### **4.1            PRESENTATION AND ANALYSIS OF DATA**

The responses generated from the administration of the questionnaire were presented in tables for convenience, while quantitative data analysis technique was used to derive simple statistics like percentage of valid responses. Graphs such as linear graphs, bar charts, pie charts and doughnut were used to analyse the information generated and are presented in Annex B.

**Table 4.1 : Gender Distribution f Respondents**

<b>Responses</b>		
	<b>Frequency</b>	<b>Percent</b>
Male	236	100.00
Female	00	00.00
<b>Total</b>	236	100

Source: Field Survey, August, 2012

Analysis of Table 4.1 above indicates that 100% of the respondents were male, signifying that the male gender dominates commercial driving in Kaduna and Sokoto states, this may be associated with risk and stress associated with commercial driving as well as the culture of the people which does not encourage women participation in commercial driving.

**Table 4.2: Age distribution of Respondents**

<b>Responses</b>		
	<b>Frequency</b>	<b>Percent</b>
18 years and below	12	5.2
19 to 29 years	51	21.6
30 to 40 years	108	45.8
41 years and above	65	27.4
<b>Total</b>	236	100

Source: Field Survey, August, 2012

Table 4.2 indicates that 5.2% of the respondents were 18 years and below, 21.6% were within the age bracket of 19 to 29 years, 45.8% were within 30 to 40 years age bracket, while 27.4% of the respondents were 41 years and above. The three (3) dominant groups constituted 94.8% and were between the ages of 19 to over 41 years. The regulatory age requirement for qualifying to drive a vehicle in Nigeria were 18 years. 5.2% of the respondents are 18 years and below; making them adolescence that

are at the stage of interaction between their internal psychological growth and the social world which may hinder them from making sound judgement as commercial drivers thus becoming a danger to themselves and other road users.

Further analysis of the table indicates that 21.6% of the respondents were at their prime age (19 to 29 years), where they should ordinarily be at the concluding part of laying the foundation of their future. Majority of the drivers 73.2% were 30 years and above, implying that they are matured and active.

**Table 4.3:Marital Status of Respondents**

<b>Responses</b>		
	<b>Frequency</b>	<b>Percent</b>
Single	91	38.6
Married	130	55.1
Divorced/Separated	15	6.3
<b>Total</b>	236	100

Source: Field Survey, August, 2012

As indicated in Table 4.3 above, 38.6% Of the respondents were single, 55.1% were married while only 6.3% were divorced or separated from their spouses. The high number of singles among the respondents indicates that they were either struggling to survive or are not satisfied with their job thus are reluctant to start a family. Compare this with the 6.3% of the respondents that were either divorced or separated from their spouses bearing in mind that majority of the 6.3% could be within the age bracket of 40years and above as elucidated in Table 4.2 above. It is instructive to note

from the analysis of the table above, 61.4% of the respondents were married meaning that they have dependents they were expected to look after.

**Table 4.4: Number of Children of the respondents**

Responses		
	Frequency	Percent
None	39	16.5
1 – 2	65	27.5
3 – 4	68	28.8
5 – 6	37	15.7
Above 6	27	11.4
<b>Total</b>	236	99.9

Source: Field Survey, August, 2012

Analysis of Table 4.4 above shows that 16.5% of the respondents had no children, 27.5% had 1 to 2 children, 28.8% had 3 to 4 children, 15.7% had 5 to 6 children while 11.4% had more than 6 children. However, it was previously indicated in Table 4.3 that 37% of the respondents were not married. Then why is it that only 16.5% of the respondent had no children? The only explanation to this is that some of the unmarried respondents already have children either from their girl friends or previous marriages which they fail to properly indicate in the questionnaire as represented in the table 4.4. Further analysis of the table suggested that 83.4% of all the respondents had wives and children to look after.

**Table 4.5 :Educational Qualification of the Respondents**

<b>Responses</b>		
	<b>Frequency</b>	<b>Percent</b>
No Formal Education	70	29.7
Primary Education	63	26.7
Secondary Education	80	33.9
Tertiary Education	23	9.7
<b>Total</b>	<b>236</b>	<b>100</b>

Source: Field Survey, August, 2012

Table 4.5 indicated that 29.7% of the respondent had no formal education. 26.7% had primary education and majority of the respondents (33.9%) had secondary education while only 9.7% of the respondents had tertiary education. Analysis of this table brought to mind the extent which education can influence people’s driving behaviour. The involvement of respondents with higher qualification in commercial driving of vehicles may not be unconnected with the high rate of unemployment. The economic situation in the country has made some workers to engage in commercial driving of vehicles after closing from their regular jobs in the office or after being retrenched or retired. Another implication of the respondents responses in Table 4.4 is that there are commercial drivers that have low level of education plying our roads. Education should translate into good driving etiquettes on our roads.

**Table 4.6: Respondents Years of Driving Experience**

<b>Responses</b>		
	<b>Frequency</b>	<b>Percent</b>
Less than 1 yr	10	4.2
1 - 5 yrs	62	26.3
6 - 9 yrs	111	47
10 yrs and above	53	22.5
<b>Total</b>	236	100

Source: Field Survey, August, 2012

Table 4.6 above indicates that 4.2% of the respondents had less than 1 year driving experience, 26.3% had 1 to 5 years driving experience, 47% had 6 to 9 years driving experience and 22.5% of the respondents had 10 years and above. Analysis of the table suggests that there is steady rise in people entering the business probably due to low entry qualification but most of them do not stay more than 9 years possibly as a result of finding new jobs.

**Table 4.7: Respondents Mode of Driver Training**

<b>Responses</b>		
	<b>Frequency</b>	<b>Percent</b>
Driving School	5	2.1
Family/Friend	132	56
Self Tutoring	38	16
Learning on the job	61	26
<b>Total</b>	236	100

Source: Field Survey, August, 2012

A careful study of Table 4.7 indicates that 2.1% of the respondents received their initial training from driving schools, 56% were trained by families or friends, 16% taught themselves how to drive while 26% learnt how to drive on the job through apprenticeship. Majority of the respondents

were trained through conventional means, while most of them were trained by family and friends basically due to economic reasons. This finding attested to the fact that large percentage of commercial drivers do not undergo any formal training before engaging in their business.

**Table 4.8: Possession of Drivers License**

Responses	Frequency	Percent
	Yes	165
No	54	22.8
Expired	17	7.2
<b>Total</b>	236	100

Source: Field Survey, August 2012

Table 4.8 depicted that 70% of the respondents had drivers’ license. 22.8% of the respondents were not licensed to drive any form of vehicle in Nigeria while 7.2% of them had expired drivers license. This shows that some of the respondents did not possess drivers license. This may not be unconnected with the fact that most of the respondents were either not trained or trained by their family members and friends who may also not have drivers license.



**Table 4.9: Respondents Class of Drivers License**

Responses		
	Frequency	Percent
Class A	00	0
Class B	12	6.6
Class C	6	3.3
Class D	3	1.6
Class E	157	86.3
Class G	4	2.2
Class J	0	0
<b>Total</b>	182	100

Source: Field Survey, August 2012

Table 4.9 above indicates that out of the respondents that have drivers license, 6.6% of them had Class ‘B’, 3.3% had Class ‘C’, 1.6% had Class ‘D’, 86.3% Class ‘E’ while 2.2% of the respondents had Class ‘G’. None of the respondents had Class ‘A’ drivers license for Motorcycles, Class ‘F’ drivers license for Agricultural machines and tractors, Class ‘H’ for earth moving and Class ‘J’ for Physically handicapped persons. Further analysis of the table shows that 6.6% of the commercial drivers were driving with Class ‘B’ and 1.6 Class ‘D’ drivers’ license which are not supposed to be used for commercial vehicles as they are meant for private vehicles. Majority of the commercial drivers (86.3%) had Class ‘E’ drivers license which is proper and adequate. 2.2% of the licensed respondents have class ‘G’ drivers license which is for articulated vehicles, though they were not driving articulated vehicles as at the time the study was conducted, however, these category of respondents may be the drivers of luxurious buses or this driving articulated vehicles previously.

Table 4.10 (a): **Respondents Involvement in Road Traffic Crash (RTC)**

<b>Responses</b>		
	<b>Frequency</b>	<b>Percent</b>
Yes	97	41
No	139	59
<b>Total</b>	236	100

Source: Field Survey, August, 2012

Table 4.10 (b): **Respondents Involvement in RTC (Occurrence)**

<b>Responses</b>		
	<b>Frequency</b>	<b>Percent</b>
Once	54	56
More than Once	43	44
None	0	0
<b>Total</b>	97	100

Source: Field Survey, August, 2012

Table 4.10(a) represents respondents involvement in Road Traffic Crash while Table 4.10(b) represents the occurrence level of the Road Traffic Crash(es). Analysis of the Tables indicate that 41% of the respondents were at one time or another involved in Road Traffic Crash while 59% of the respondents claimed not to have been involved in any crash. Further analysis of Table 4.10(a) when compared with Table 4.10(b) shows that out of the 41% of the respondents that were involved in RTC, 56% were involved only once but the majority 44% were involved in RTC more than once.00

**Table 4.11: Ownership of Vehicle**

Responses		
	Frequency	Percent
Iam the owner and i drive my vehicle	30	12.7
Iam only a driver	179	75.8
Union Vehicle	27	11.4
<b>Total</b>	236	99.9

Source: Field Survey, August, 2012

Table 4.11 above indicates that 12.7% of the respondents were the owners of the vehicles they manage as drivers, majority (75.8%) were employees of the owners, while 11.4% were are driving union vehicles. The implication of this analysis is that commercial road transport system is a major employer of labour and can play a significant role in employment generation.

**Table 4.12: Mode of engagement as driver**

Responses		
	Frequency	Percent
Through Family Relation	102	43.2
Recommendation from others	63	26.7
Through Union	33	14
Personal contact	38	16
<b>Total</b>	236	99.9

Source: Field Survey, August, 2012

Analysis of Table 4.12 above shows that 43.2% of the respondents were engaged as commercial drivers through family relation, 26.7% through recommendations from others, 14% through transport union and 16%

through personal contact. This indicates that majority of the respondents were engaged as commercial drivers through recommendations from family relations, who could have been the persons that gave them initial training as drivers (Table 4.7). The table also down played the Socio – Economic strenght and impact of Transport Unions to its members as the analysis has shown that the union was not able to access and provide vehicles for most of its members.

**Table 4.13: Average monthly income of Respondents (Drivers)**

<b>Responses</b>		
	<b>Frequency</b>	<b>Percent</b>
less the N15,000	16	7
N 16,000 to N 20,000	65	27.5
N 21,000 to N 25,000	67	28.3
N26,000 to N 30,000	45	19
N 31,000 and above	43	18.2
<b>Total</b>	236	100

Source: Field Survey, August 2012

Table 4.13 above illustrated that 7% of the respondents earned an average monthly income of less than ₦15,000 which is far below the national minimum wage. The national minimum wage is ₦18,000. 27.5% earned between ₦16,000 and ₦20,000 monthly but majority (28.3%) of the respondents earned between ₦21,000 and ₦25, 000 though, 19% of the respondents earned between ₦26,000 and ₦30,000 while 18.2% of the respondents earns ₦31,000 and above. The most interesting aspect of the analysis of this table is that when comparing the difference between the average monthly income level of the respondents earning ₦16,000 to

₦20,000 and ₦21,000 to ₦25,000 together with those earning between ₦26,000 and ₦30,000 and those earning ₦31,000 and above is only 0.8%. Signifying high mobility within income bracket.

**Table 4.14: Effect of Respondents income to Household**

Responses	Frequency	Percent
	Built a house	11
Provide food and Shelter for my Household	146	62
Provide for the health needs of my family	13	5.5
Finance the Education of my Children	4	1.7
All of the above	62	26.2
<b>Total</b>	236	100

Source: Field Survey, August, 2012

Table 4.14 represents the effect of respondents income to their household 4.6% of the respondents built houses from their income, most of the respondents (62%) asserted that they were able to provide food and shelter for their household, 5.5% were able to provide for the health needs of their family, 1.7% confirmed that they finance the education of their children through their earnings, while 26.2% claimed to be performing all the responsibilities mentioned above through their earnings. The implication of this analysis is that majority of the respondents are only interested or can only afford the provision of food and shelter for their family at the detriment of other basic necessities of life which will guarantee security of their future.

**Table 4.15: Factors that may influence Bad Driving Culture among Commercial Drivers.**

<b>Responses</b>		
	<b>Frequency</b>	<b>Percent</b>
Lack of understanding of traffic rules and regulations	31	13.1
Pressure from owners	30	12.7
Poor training and Experience	18	7.6
Low remuneration	17	7.2
All of the Above	140	59.3
<b>Total</b>	236	99.9

Source: Field Survey, August, 2012

Table 4.15 deals with factors perceived by the respondents (Drivers) that may be responsible for influencing bad driving culture among other commercial drivers. Analysis of the table shows that 13.1% of the respondents believed that the bad driving culture exhibited by some commercial drivers is as result of lack of understanding of traffic rules and regulations. 12.7% were of the opinion that pressure from the owners of the commercial vehicles may be responsible, 7.6% attributed the trend to poor training and lack of experience, 7.2% of the respondents felt that the problem may be attributed to low remuneration while 59.3% of opined that the problem of bad driving culture may be attributed to all the factors listed above. However, it is a common knowledge that there is a lot of anxiety among commercial drivers in trying to meet their daily sales’ target

(balance) set forth by the vehicle owners, resulting in recklessness on the roads.

**Table 4.16: Commercial Drivers Perception of Problems of Commercial Transport System**

<b>Responses</b>	<b>Frequency</b>	<b>Percent</b>
Road Infrastructure	55	23.3
Cost of Fuel	21	8.9
Cost of Vehicles and Spare Parts	5	2.1
Illegal Motor Parks	5	2.1
Credit Facilities	13	5.5
All of the Above	137	58
<b>Total</b>	<b>236</b>	<b>99.9</b>

Source: Field Survey, August, 2012

The respondents in Table 4.16 above were the commercial drivers. Analysis of the data in the table indicates that 23.3% of the respondents perceived that the problem associated with commercial transport system in Nigeria as road infrastructure, 8.9% went for cost of fuel, 2.1% were for cost of vehicles and parts and illegal motor parks, 5.5% believed that the problem had to do with lack of credit facilities while majority (58%) blamed it on all the issues raised.

**Table 4.17 : Passengers Assessment of Commercial Drivers**

<b>Responses</b>		
	<b>Frequency</b>	<b>Percent</b>
Skillful and Careful	17	7.2
Courteous	19	8
Very Professional	13	5.5
All of the Above	13	5.5
None of the Above	174	73.7
<b>Total</b>	<b>236</b>	<b>99.9</b>

Source: Field Survey, August 2012

Analysis of Table 4.17 indicates that 7.2% of the respondents who were the passengers using commercial vehicles opined that the drivers are skillful and alert, 8% felt the drivers are courteous, 5.5% submitted that the drivers were professional while 5.5% felt that the commercial drivers have all the attributes mentioned above. However, majority (73.7%) of the respondents suggested that commercial drivers in Nigeria do not possess any of the attributes. This is not out of place considering the experience, mode of training and engagement of the drivers as provided in Tables 4.5, 4.7 and 4.12 above.

**Table 4.18 : Passengers Perception of Commercial Transport System**

<b>Responses</b>		
	<b>Frequency</b>	<b>Percent</b>
Reliable	19	8
Affordable	42	17.8
Efficient	11	4.7
None of the Above	164	69.5
<b>Total</b>	236	100

Source: Field Survey, August, 2012

Table 4.18 further explored the passengers perception of commercial transport system in Nigeria, analysis of the data indicates that 8% of the respondents opined that the system is reliable, 17.8% felt that it is affordable, 4.7% maintained that it is efficient but majority of the respondents (69.5%) opined that the system is not reliable, affordable or efficient.



**Table 4.19: Perceived Role of Commercial Transport System in Transformation Agenda**

<b>Responses</b>	<b>Frequency</b>	<b>Percent</b>
Job Creation	13	5.5
Reduced Rural - Urban migration	11	4.7
Provision of access to Social Amenities	11	4.7
Improved Social integration	5	2.1
Improved productivity	8	3.4
Return on investment	9	3.8
All of the Above	179	75.8
<b>Total</b>	236	100

Source: Field Survey, August 2012

Table 4.19 above is a presentation of the perceived role of commercial transport system as provided by all the respondents. 5.5% of the respondents felt that the role of commercial transport system is in job creation, 4.7% went for reduced rural – urban migration, another 4.7% picked provision of access to social amenities, 2.1% believed that the role of commercial transport system is improved social integration, 3.4% opined that it is supposed to improve productivity, 3.8% felt that the role of commercial transport system is in return on investment while 75.8% attributed the role to all the indices listed in the questionnaire. The implication of this analysis is that all the respondents believed that there is a role that the commercial transport system can play in the Transformation Agenda.

## 4.2

### **SUMMARY OF FINDINGS**

All the respondents in the study were male adults. Majority were between 30 and 40 years age bracket. Most were married and have children. A large proportion of the drivers in the study had no any formal education and those that attended stopped after secondary school, though, a very small number of the respondents had tertiary education.

Most of the respondents did not learn how to drive through conventional means as majority were trained by families and friends, giving credence to the notion that a large percentage of commercial drivers in Nigeria do not undergo any formal training before engaging in their business.

39.4% of the respondents were at one time or another involved in road traffic crash resulting loss of life, economic loss, injury and psychological trauma which can not be quantified. Though some of the respondents were the owners of the vehicles they managed, majority were employed as drivers of the vehicles they manage while some were driving union vehicles. The implication of this finding is that commercial road transport system is a major employer of labour and can play a significant role in employment generation

The average monthly income of most of the drivers studied was between ₦21,000 and ₦25, 000, though some were earning as high as

₦31,000 and above. Majority of the respondents (59.3%) asserted that they were able to provide food and shelter for their household, a small number built houses and were able to provide for the health needs of their family.

Lack of understanding of traffic rules and regulations was perceived as one of the factors that can influence bad driving culture among commercial drivers. In addition to this, majority of the respondents opined that pressure from the owners of the commercial vehicles, poor training and lack of experience as well as low remuneration were responsible for bad driving culture among commercial drivers.

The major problem of the commercial transport system as perceived by commercial drivers under the study were poor road infrastructure, high cost of fuel, high cost of vehicles/spare parts and lack of credit facilities.

Majority of all the respondents were of the opinion that the role of the commercial transport system in the transformation agenda is in provision of job creation, reduction of rural – urban migration, provision of access to social amenities, improved social integration, improved productivity and return on investment.

The passengers perception of Commercial Transport System in Nigeria is that the system is unreliable, unaffordable and inefficient. Majority of the passengers further assessed the commercial drivers as unskillful and careless, uncourteous and unprofessional.

### **4.3 DISCUSSION OF THE OBJECTIVES USING FINDINGS**

The general objective of the study was to appraise the role of commercial motor drivers in the success or otherwise of the Transformation Agenda of the Federal Government of Nigeria.

The study was able to validate the claim that the commercial road transport system, which is basically run by commercial motor drivers, is a major employer of labour in Kaduna and Sokoto metropolises. It has played a significant role in employment generation especially for the unemployed youths, low income earners, retrenched and retired workers. Commercial drivers create wealth for themselves, for the vehicle owners and traders in motorparks and bus stops. They also provide linkages between rural and urban areas thereby encouraging investment in industry and agriculture as well as improved productivity and reduced rural – urban migration by ensuring full participation of remote communities. The drivers are also responsible for providing access to social facilities like hospitals and schools as well as improved social integration.

The study was able to determine some major challenges facing commercial motor drivers which include bad and dilapidated road infrastructure, high cost of fuel, high cost of new vehicles, high cost of spare parts and lack of access to credit facilities from financial institutions

culminating in anxiety among commercial drivers leading to recklessness and increase cost of transportation.

Consequence upon the challenges raised above and the perception of most passengers who asserted that commercial drivers in the states studied were unskilled, careless, uncourteous and unprofessional whose services are unreliable, unaffordable and inefficient. Many of them have been involved in road traffic crashes resulting in loss of life, economic loss, injury and psychological trauma which can not be quantified. This will certainly constitute unnecessary burden to transformation agenda casting doubt on the efficacy of commercial road transport system in achieving the goals of transformation agenda.

#### **4.4 DISCUSSION OF THE THEME USING FINDINGS**

The theme of the research is TRANSPORTATION AND THE TRANSFORMATION AGENDA: THE ROLE OF COMMERCIAL MOTOR DRIVERS IN KADUNA AND SOKOTO METROPOLISES.

The policy thrust of the Transformation Agenda as it affects transportation is to create an integrated, intermodal and sustainable transport system that will be reliable and cost-efficient. The major players of commercial transportation are the commercial motor drivers. There is no doubt commercial motor drivers have a significant role to play in the transformation agenda. However, there are many problems and challenges facing the industry and commercial drivers in particular. The stand of this

researcher based on the findings in this study is that this category of drivers can not contribute positively to the attainment of sustainable transport system that will be reliable and cost-efficient as required in the Transformation Agenda. This is because Nigerian roads are deteriorating very fast. This has increased the cost of maintenance of vehicles.

Further more, the high cost of vehicle, parts and fuel, coupled with lack of credit facilities from financial institutions create anxiety and hike in prices of transport services. This unfortunate situation makes commercial motor drivers reckless in their desire to meet their financial commitments. The failure of financial institutions to extend credit facilities to transport owners and drivers whose business are regarded as very risky, unreliable and unpredictable. Government inability to fast track revamping other modes of transportation is another case in point.

The issue enumerated above are serious impediments to reliable and cost efficient of transport services which are basic requirements of the realization transformation agenda. However, recommendations and implementation strategies are proffered for immediate action as a possible remedy.

## **CHAPTER FIVE**

### **5.0 CONCLUSION RECOMMENDATIONS AND IMPLEMENTATION STRATEGIES**

#### **5.1 CONCLUSION**

The transportation sector acts as a barometer for gauging the health of the economy of a nation. A healthy economy generally means greater demand for goods and services which are predominantly provided by commercial transport services and operated by commercial drivers being the most flexible, efficient and economical mode of transport.

The main objective of the study is to examine the role of commercial drivers in the attainment of sustainable transport system that will be reliable and cost-efficient as enshrined in the Transformation Agenda. It discussed importance of commercial transportation, its contributions to national development and the challenges facing commercial drivers in Kaduna and Sokoto States. It clarifies concepts and reviews related literatures. Studies on commercial transport in the country have focused mainly on vehicle’s characteristics, funding, operations and management. Some scholars attempted to show relationships between the socio-economic characteristics, traffic behaviour and level of safety of commercial drivers. Literature on other indices such as drivers sexual culture, condition of service and the general attitudes of drivers were cited. However, literature on the

contributions of commercial drivers to transformation of a country were limited.

A twenty three (23) item questionnaire divided into three (3) parts was used to elicit information from commercial drivers and passengers in selected motor parks in Kaduna and Sokoto metropolises. The feedback generated were coded and recorded in a database after which they were analyzed using the Statistical Program for Social Studies (SPSS) version 15.0. Frequency of responses to all the questions in the questionnaire were computed and presented in tables, charts and graphs. Variables relating to transportation and the transformation agenda, the role of commercial drivers in socio-economic development of Kaduna and Sokoto metropolises, the challenges encountered by commercial drivers and Commercial Transport System among others were examined, analysed and presented.

The stand of this researcher based on the findings in this study is that commercial motor drivers can not be able to contribute positively to the attainment of sustainable transport system that will be reliable and cost-efficient as required in the Transformation Agenda unless the following recommendations and implementation strategies are addressed.



## 5.2 **RECOMMENDATIONS AND IMPLEMENTATION STRATEGY**

### **Recommendation 1**

Road infrastructure in Nigeria should be completely rehabilitated and/ or reconstructed.

### **Implementation Strategies**

- a) Federal Government to create policy framework that will guarantee private sector participation in road construction, rehabilitation and management.
- b) Federal and State Governments to create partnership with private sector in road construction, rehabilitation and maintenance of major corridors to be completed within three years.
- c) Federal and State Governments to re-examine in both qualitative and quantitative terms, the cost of road construction, rehabilitation and maintenance in three months time.
- d) Federal Government to provide a conducive business environment and guarantee private sector investment in transportation immediately.

### **Recommendation 2**

A comprehensive road network strategy covering the whole country should be developed with emphasis on design, quality and future expansion.

### **Implementation Strategies**

- a) Federal and State Governments to review the current methods of road infrastructure strategy and do a proper evaluation concerning the progress of current strategy within three months.
- b) Federal Ministry of Works to redesign the whole strategy giving emphasis to global best practices in road design, construction and management within three months.
- c) National Assembly to give legal backing to National Road Infrastructure Strategy; appropriate funds where necessary and ensure implementation by the executives within 2013 budget regime.
- d) Federal and State Governments to as a matter of national urgency systematically implement the strategy within the scope of 2013 budget.

### **Recommendation 3**

A synergy aimed at ensuring improved professionalism of commercial drivers should be formed.

### **Implementation Strategies**

- a) Federal Road Safety Corps, other security agencies and vehicle owners to collaborate and ensure improved professionalism in commercial driving in the next six months.
- b) Vehicle owners to ensure that drivers are sponsored with appropriate guarantees by authentic referees, drivers license and health certificate

before engagement as commercial drivers. This can also be achieved in the next six months.

- c) Federal Road Safety Corps (FRSC) to introduce general and mental health
- d) the examination for prospective applicants of commercial drivers license with the next months.
- e) Federal Road Safety Corps (FRSC) to spearhead the formation, enactment into law and implementation of a framework of condition of service for commercial drivers in the next three months.
- f) Federal and State Governments as well as private sector to ensure implementation of enhance condition of service for commercial drivers as soon as FRSC made it available in three months time.
- g) Federal Road Safety Corps, other security agencies and vehicle owners to ensure continues training and retraining of commercial drivers within one year.

#### **Recommendation 4**

Mass Transit should be improved.

#### **Implementation Strategies**

- a) Kaduna and Sokoto State Governments to provide modern infrastructure for mass transit.
- b) Sokoto State Government to encourage bus town service in the state.

- c) Kaduna and Sokoto State Governments to provide subsidies and guarantee credit facilities from financial institutions to business entrepreneurs who intend to invest in transportation.

### **Recommendation 5**

Strong commitment and direction for achieving integrated, intermodal and sustainable transport system that will be reliable and cost-efficient should be shown.

### **Implementation Strategies**

- a) Federal government to revamp air, railways and waterways that can offer more efficient, lower emission transport solutions for long distance freight and passenger traffic to reduce pressure on the roads within 2013 budget regime.
- b) National Orientation Agency (NOA) to commence national re-orientation to mobilise and enlighten stakeholders and the general populace on the economic and social consequences of poor road condition, advantages of involving private sector and above all create the culture of citizens participation in the programme for sustainable road transport sector within the next three months.
- c) Federal and State governments to deal with the issue of transparency and accountability comprehensively in transport sector immediately.

**5.3**

**REFERENCES**

**BOOKS**

- Asika .N. Research Methodology in the Behavioural Sciences, Ikeja: Longman Nigeria Plc. 2010
- Baba .N.M. Introduction to Research Project in Education, Kaura Namoda: Midas Equitable Publishers.2005.
- Bolade .T Urban Mass Transit in Nigeria. Ibadan: University Press,2005,pp19-20.
- CCMTA Commercial Vehicle Drivers Hours of Service Application Guide, Ottawa: CCMTA / CCATM 2323 St. Laurent Blvd, 2007.
- Marck J. Long-distance truck drivers' sexual cultures and attempts to reduce HIV risk behaviour amongst them: a review of the African and Asian literature, 1999.
- FGN Nigeria Vision 20:2020, Abridge version. Abuja: National Planning Commission,2010.
- FGN, 2010 performance Monitoring and Evaluation Report for Federal MDA. Abuja, National Planning Commission,2010.
- FGN National Road Traffic Regulation 2004,Official Gazette. Lagos Fed Govt Press,2004,ppB173-303.
- FRSC Road Mirror ,Abuja: FRSC, 2010.
- FRSC Nigeria Highway Code, Abuja, Detail works, 2008.

## **PUBLISHED ARTICLES**

- Bernard, T. M, Bouck, L.H and Young W.S Stress Factors Experienced by Female Commercial Drivers in Transportation Industry. ASSE Foundation Research Report, 2000.
- CBN Highway Maintenance In Nigeria: Lessons from of other Countries Central Bank (Of Nigeria) Research Department Occasional Paper Series NO 27,2003.
- ETSC The Role of Driver Fatigue in Commercial Road Transport Crashes Brussels: European Transport Safety Council, 2001.
- ETSC Driving in Commercial Transport Brussels: European Transport Safety Council, 2011.
- FRSC Annual Report 2010. Abuja: FRSC,2011
- International Center for Alcohol Policies (ICAP), Addressing the Drinking and Driving Phenomenon in Nigeria in Global Actions initiative in Nigeria,2011.
- Lassa B.D, Poor vision and barriers to treatment among commercial vehicle drivers in Plateau State, Nigeria . Part of unpublished dissertations of students at the International Centre for Eye Health, London School of Hygiene and Tropical Medicine, who graduated in 2007.
- NRSC Research on the Conditions of Service of Commercial Vehicle Drivers and their impact on Road Safety, Ghana: National Road Safety Commission,2009.
- Orubuloye, I. O., P. Caldwell J. C. Caldwell. The role of high- risk occupations in the and spread of AIDS: truck drivers and itinerant market women in Nigeria. International Family Planning Perspectives 19:43-48, 71,1993.
- Rom Kalilu R.O. Dysfunctional Integrated Transport System and the Challenges of Road Safety. In Road Safety Management in Africa,

## **JOURNALS,DAILIES AND MAGAZINES**

- Aderemi, J.R, Abdul-Azeez I.B, and others      An Evaluation of the Impact of Conditions Service of Commercial Vehicle Drivers on Road Safety in South-western Nigeria, Euro Journals Publishing, Inc. 2009pp 426-435.
- Alex, L. Pearl, K. Andrea, B.      Economic Development and Smart Growth. Alex, L and Pearl, K (eds), 8 case studies of the connections between smart growth, development of jobs, wealth, and quality of life in communities. Washington DC: International Economic Development council.
- Andori D.      The Vision 20:2020 Explained, *Daily Trust Newspaper*, May 20, 2012. PP 9
- Aworemi, J.R, Abdul-Azeez, A.I. and others      An Evaluation of the Impact of Condition And of Service of Vehicle Drivers on Road Safety in South western Nigeria. European Journal of Scientific Research ISSN 1450-216X Vol.35 No.3 (2009), pp.426-435
- Aworemi, J.R., Abdul-Azeez, A.I. and Olabode, S. O      Analytical study of the causal factors of and road traffic crashes in south-western Nigeria, Educational Research Vol. 1(4) pp. 118-12 May, 2010.
- Ipingbemi . O,      Socio-Economic Characteristics and Driving Behaviour of Commercial Drivers in Southwestern Nigerian Cities Proceedings of the International Conference CODATU XIII, Cape Town., 2003
- Ismaila S.O. and Akanbi,O.G,      Study on the Use of Seat Belt by Nigerian Drivers, in Australian Journal of Basic and Applied Sciences, 4(3): 494-497, 2010.

- Lasebikan V.O & Ojediran B Profile of Problem and Risk Factors Associated with Tobacco Consumption among Professional Drivers in Nigeria, International Scholarly Research Network, ISRN Public Health Vol. 2012.
- Odunfuwa, B.O, Adeulyi, I.A and Adedeji O.H Transport Poverty and Deviant and Driving Behaviour in Nigerian Intermediate Cities. Proceedings of the International Conference CODATU XIII, Cape Town, 2003.

### **UNPUBLISHED WORK**

- Adeniran T. Education as a Tool for Effective National Transformation. An unpublished paper delivered at the Institute for Security Studies to participants of EIMC 5, 2012.
- Alkali Z .S. Challenges of Mass Transit to the Realisation of seven Point agenda. Un published thesis, Abuja: Institute for Security Studies,2010.
- Elaigwu, J.I, Societal Transformation: Lessons from the Experiences of other Nations. Unpublished Seminar Paper, Abuja: Institute for Security Studies,2012.
- Garba, D.A, Transportation and Safety Awareness in Nigeria: A Case Study of Commercial Drivers and Motorcyclists in Plateau State, Kuru: National Institute, 2009.
- Gyong, J.E, A social Analysis of the Transformation Agenda of President Good luck Ebele Jonathan. Being a paper delivered at the Institute for Security Studies on 19 March 2012.
- Oladeji A.O, National Intelligence Agency and The



“Restricted”

Transformation Agenda, A lecture delivered to participants of EIMC 5 on 2<sup>nd</sup> April, 2009 at the Institute for Security Studies, Bwari Abuja.

Petinrin, O.O, Military and the Transformation Agenda. Being a paper delivered at the Institute for Security Studies on 30<sup>th</sup> March, 2012.

Wakawa .M. Drivers attitude: A challenge to Road Safety and Traffic Management in Nigeria. Unpublished PGDPA thesis ASCON, Lagos,2008.

### **Internet Sources**

BLS Bureau of Labor Statistics, U.S. Department of Labor, Occupational Outlook Handbook, 2012-13 Edition, Bus Drivers, on the Internet at <http://www.bls.gov/ooh/transportation-and-material-moving/bus-drivers.htm> (visited June 27, 2012).

WHO World report on road traffic injury prevention. Geneva, World Health Organization,2004. at [http://www.who.int/violence\\_injury\\_prevention/publications/road\\_traffic/world\\_report/en/index.html](http://www.who.int/violence_injury_prevention/publications/road_traffic/world_report/en/index.html) (visited June 27, 2012).

UNESCAP [www.unescap.org/ttdw/publications/TFS--/pub/pub\\_2017\\_ch3.PDF](http://www.unescap.org/ttdw/publications/TFS--/pub/pub_2017_ch3.PDF) (accessed on 30/3/2012 @ 2100hrs)

Social Sciences [www.socialresearchmethods.net/kb/contents.php](http://www.socialresearchmethods.net/kb/contents.php) (accessed on 2/4/2012 @ 1100)