

## **Impact of Commercial Tricycle Operation on Income of Youth in Mubi North Local Government Adamawa State Nigeria**

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### **ABSTRACT**

This research work is carried out the topic “impact of tricycle operation on income of youth in Mubi North local government Adamawa state”. The rate of unemployment among youth is a source of concern to the government. This has led to the initiative of economic policy reform in favor of employment generation. This study examined the role of tricycle (Keke-Napep) on employment generation in Mubi North local government of Adamawa state. Data for the study were obtained from primary source using questionnaire. Hundred questionnaires were distributed and all were completed and returned. The data were analyzed using simple percentage and multiple regressions. The findings of this research revealed that, the tricycles mean of transport in Adamawa state has increased the income of youth through generation of employment opportunities and is has also reduced the rate of accident compare to Okada. It is recommended that, there should be more skill-acquisition and resettlement scheme in Mubi North local government which will enable youth acquire skills and training in various field. Also, soft loans should be granted to youth to procure commercial tricycles.

Keywords; Commercial Tricycle, Impact, Income and Youth.

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### **INTRODUCTION**

It is universally recognized that tricycle is seen as a subsector in land transportation. Whereas, transportation is a crucial factor for sustained economic growth and modernization of a nation, the adequacy of this vital infrastructure is an important determinant of the successive growth of the nation’s income [1,2,3]. An effort in diversifying its production base, expanding trade, linking resources and markets into an integrated economy will lead rapid increase in the G.D.P. Historically, people’s capacity to move around was restricted because the prevailing mode of transportation has been animal and water, improvement in land and air bone transportation have accelerated the abilities of people to travel long distance in shorter time [4,5,6].

Human-powered trikes are powered by pedals or hand cranks. Motorized trikes can be powered by motorcycle engines, smaller

automatic transmission scooter motors, or electric motors. A three-wheeled wheelchair was built in 1680 by a disabled German man, Stephan Farffler, who wanted to be able to maintain his mobility. Since he was a watchmaker, he was able to create a vehicle that was powered by hand cranks. In 1789, two French inventors developed a three wheeled vehicle, powered by pedals; called it the tricycle [7,8,9].

Nowadays, Tri-cycle is seen as the major intra-city commercial transport system in the urban cities of the country, especially cities where commercial motorcycles were restricted and banned for operation, as such an anatomy of aspects relating to insecurity and increasing level of mortal accidents due to recklessness and inadequate good transportation networks in the country coupled with low rate of unemployment and economic growth (GDP) is crucial, attached to this is the poor government policy on transportation (Lack of

regulation of fees charged by private transporters, inadequate fuel). Lack of spare parts and above all the prevalence of bad roads and lack of security have succeeded in trimming down the transport system in Nigeria which have a negative effect on the economic growth [10].

Investment in transportation infrastructure is critical to sustained standard living as well as economic growth and development. Mobility studies show that transportation is absolutely essential to economic productivity and remains competitive in the global economy. An international study found every 10 percent increase in travel speed; labour market expands 15 percent and productivity by 3 percent [11].

According to [12], looked at how amenities influence rural economic growth. Economic growth was represented in their study by three types of growth: growth in population, growth in employment, and growth in per capita income. Results of their analysis showed that higher levels of Income inequality are associated with lower levels of growth in terms of population. Property taxes had a negative effect on population and income growth; population over age sixty-five was negatively related with economic growth; climate strongly influenced growth levels of population; all amenity attributes, such as levels of water amenities, developed recreational infrastructure; winter recreational activities, were statistically significant and positively related to economic growth [13]. With every emerging mobility problem, man is faced with the responsibility of getting a solution. Unfortunately, with the technical ability to solve such problems well in place, the modern cities are confronted by a transportation problem more complex than ever before and despite all the methods of movement, the problem in cities is how to move and how to earn for living [14]. Not all trikes fall into one of these three classes. For example, some early pedal tricycles from the late 19th century used two wheels in tandem on one side and a larger driving wheel on the other.

Bajaj Auto Limited is an Indian two-wheeler and three-wheeler manufacturing company. Bajaj Auto manufactures and sells

motorcycles, scooters and automobiles. Founded by Jamnalal Bajaj in India. Bajaj RE is now well known as the world's no.1 tri-cycle manufacturing in the industry.

In Nigeria, though, tri-cycle has been in operation for the past decades in major cities of the nation like; Kano, Lagos and others. But it widely spread and accepted in some states and areas in the country following the enforcement and recent ban on commercial motorcycle operation known as Okada by the government. This followed the problems of; insecurity, increasing fatal accidents and encouraging crimes and violation of laws and order. This embarked the usage and patronage in tri-cycle where they usually charged N30 to N50 per drop which was affordable and much more safety.

On the other hand, the News Agency of Nigeria (NAN), reports that most people in the city had difficult time accessing buses and tri-cycles available, moreover, they find difficulties in going to actual destination especially narrowed streets, unlike motorcycle or Okada [15,16].

Although, commercial motorcycles were banned, left many jobless and many trek to their working stations. Meanwhile, many Okada riders as well as youth turn to the tricycles and buses to cushion the effects of the unemployment.

Furthermore, Mubi local government of Adamawa state was one of the areas encountered with the banned of commercial motorcycle known as Okada or Achaba in the metropolis, therefore, tricycles and taxis serves the alternate intra-city mode of transportation of individuals, goods and services. Though, with limitations in going into the narrowed streets and co-incidence of preference unlike commercial motorcycle where it carries single individual directly to the destination efficiently [17].

Moreover, the government ban policy (commercial motorcycle) left some youth jobless, some replaced with the tricycle riding as an occupation, some diverted to other businesses that suited them. Therefore, the tricycle which is also known as Keke-Napep in

Mubi serves as a way of earning as well as generating income to the youths embarked in the operation, thereby, reducing the current level of unemployment, improving standard of living and effective distribution of resources [18].

### **Statement of Problem**

The current problem of insecurity, poverty and unemployment in the Nigerian economy especially in Mubi, Adamawa State is alarming. In which, youths contributes immensely to the situation or scenario, more especially; unemployed and the illiterates. In response to that, the government formulated and generated strategies, programs and policies aiming at the alleviation and reducing the poverty, generating employment and value reorientation [19].

This raised the need to examine and study the impact of tricycle operation on the income of youth in Mubi local government area of Adamawa state and the economy at large. To restore the peaceful co-existence in the area and revive the economy for development [20].

### **Objectives of the Study**

The main objective of this study is to examine and assess the impact of tricycle operation on the income of youth in Mubi local government area. Whereas, other specific objectives of the study are:

- i. to examine the nature and emergence of tricycle operation in Mubi L.G.A.
- ii. to assesses the level of income generating by the operators compare to Okada or machines.
- iii. to ascertain the factors affecting tricycle operation in Mubi.
- iv. to formally bring useful recommendations and suggestions that will ameliorate the identified problems.

### **Research Questions**

This research work looking forward to bring meaningful and acceptable answers and recommendations to the following questions:

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- i. What is the nature of tricycle operation in Mubi L.G.A?
- ii. What is the rate of contribution by tricycle on the income growth of youth in Mubi L.G.A.?
- iii. What are the factors affecting the tricycle operation in Mubi?
- iv. What are the possible solutions to the problems of tricycle operation?

### **Significance of the Study**

Owing to the ever-increasing demand for intra-city transport and sluggish growth in the economy of Mubi local government area where tricycle is the major and almost only way or mode the intra-city movement commercially, a critical examination of the system of operation becomes inevitable, in view of this, the study is therefore intended to assess and examine the measures and recommendations of improving the system or sector operation as well as its level of growth, this is due to fact that tricycle is a stimulant and a significant component or plays major role in transportation as well as the economic growth of Mubi local government and the state as a whole.

### **Scope of the Study**

This research study is purposely undertaken to examine the nature, level, and the impact of tricycle on the income of youth in Mubi local government area of Adamawa state. It also examines the various modes of tricycle's operation, the level of income generating, the rate of reducing unemployment and poverty. And also examines the level of contribution to the growth and development of the area and the state economically.

### **Conceptual Clarification**

This part of the study would take into account of definition of some basic concepts used in the study. The definition of concepts that will be encountered in the course of the research work, the definition will be important to a reader with little knowledge of economic [20].

### **Income of Youth**

This is the level of earnings, income generation, and the level of employment, the standard of living as well as development of the youth in the state.

### **Poverty Reduction**

The high level of poverty is as a result of high level of unemployment, low-level of savings and investment with attendant income inequality, other less socio-economic indicators in the state.

### **Tricycle**

This is a three-wheeled vehicle commonly used in conveying more than one individual and deliveries as well as intra-city transportation activities.

### **Keke-Napep**

The term 'Keke' is known in Hausa as any form of cycled vehicle which is either used in commercial or personal transportation. Also, NAPEP is a project initiated during the regime of President Olusegun Obasanjo's regime aimed at alleviating or reducing poverty, wealth creation, value re-orientation, etc. So, Keke is given out to the youth in form of a loan by the government to reduce unemployment [21].

### **Okada**

The name Okada was coined from Chief Gabriel Igbinedion's family airline, 'Okada Air' named after his village in Edo state of the same name. It was established in the nineties, the airline is reputed to be the first privately owned in the country. The noise from the aircraft in the fleet of the airline was quite very loud and uncomfortable to passengers. So when the motorcycles became popular as a means of transportation at about the same time, it was easy for people to associate the noise from them to those of the aircrafts hence they were nick named Okada as well [22].

### **Review of Theoretical Literature**

Transportation relevance to economic activities cannot be overemphasized. There are remarkable positive multiplier effects attached to efficient transportation system. Economic and Social opportunities such as better accessibility to markets, employment and additional investments are guaranteed when the systems are efficient. When the transportation systems are deficient in terms of capacity or reliability, they can have an economic cost such as reduced or missed opportunities [23].

[24], opined that, types of impact of transport varies significantly, ranging from the positive to the negative impacts. In some cases transportation impacts can promote, in others they may hold back economic development in a region. In many cases, direct linkages could be clearly established. Some of these impacts are:

According to [25], while many of the economic impacts of transportation are positive, there are also significant negative impacts that are assumed by individuals or by the society in one way or another. Among the most significant are: Congestion: With the increased use of transport systems, it has become increasingly common for parts of the network to be used above design capacity. Congestion is the outcome of such a situation with its associated costs, delays and waste of energy. Distribution systems that rely upon on-time deliveries are particularly susceptible to congestion. Accidents: The use of transport modes and infrastructure is never entirely safe. Every motorized vehicle contains an element of danger and annoyance. Due to human errors and various forms of physical failures (mechanical or infrastructural) injuries, damages and even death occur. Accidents tend to be proportional to the intensity of use of transport infrastructures which means the more traffic the higher the probability for an accident to occur. They have important socioeconomic impacts including healthcare, insurance, damage to property and the loss of life. The respective level of safety depends on the mode of transport and the speed at which an accident occurs. No mode is completely safe but the road remains the most dangerous medium for transportation.

Emission: The emission of pollutants related to transport activities has a wide range of environmental consequences that have to be assumed by the society, more specifically on four elements [26].

### **Empirical Literature**

In view of the important of informal transport sector such as tricycle on economic development, especially in Nigeria, a number of empirical studies on the role of informal transportation in Nigeria have been carried out. The objective here is to review some of those studies as a guide to the choice of appropriate variable used in the study [27].

Paul and Wilfred (2011) revealed that India has a huge transport industry. In 2009 alone it accounted for about 5.5% of the country's Gross Domestic Product (GDP), with the road transport mode contributing the lion's share. The road transport carries almost 90% of the nation's passenger traffic and 65% of its freight (World Bank, 2010). However, the Indian transport sector is also faced with various challenges. For example, about 25% of all Indian highways are congested and most of them are of poor quality with inadequate maintenance, which leads to deterioration of the roads leading to high transport costs for users. The country's high density rail corridors face severe capacity constraints. In addition, dramatic growth in vehicle ownership has contributed to severe congestion in major cities like Mumbai and New Delhi. However, in recent years the Indian Government has made substantial efforts to deal with transport short comings, and one of such strategies is launching of the National Urban Renewal Mission (NIJRM) (Government of India, n.d). The objectives of the Policy is to ensure safe, affordable, quick, comfortable, reliable and sustainable access for growing number of city residents to jobs, education, recreation and other social needs within the urban areas [28].

According to Fatemeh (1999), Malawi is classified as a least developed country with an estimated GNP annual per capita of US\$ 230 in 1995. The transport sector has consistently been the high priority in development planning in Malawi, accounting for up to 30% of public sector investment. The emphasis in

road investment has been on primary routes and not much for rural infrastructure such as footpaths, tracks and bridges which are used by over 80% of the rural population. Motorized and wheeled transport services are concentrated in and around large urban centers and on long distance main routes. Local level and medium range transport services for goods and passengers around rural centers to supply the district level needs are seriously limited. The problems in having limited rural transport services are compounded by the limited availability of the Non-Motorized means of Transport (NMT) such as bicycles, bicycle trailers, animal drawn carts, pack animals, wheelbarrows and water carrying devices in the rural areas. This is caused by the high retail cost and lack of credit facilities to purchase these intermediate means of transport. The majority of rural people spend long hours (300 hours per household per year) and walk long distances to reach the crop marketing points, farm input supply centers, health clinics, schools, grinding mills, sources of water and firewood and other facilities and services that they need in their daily lives [29].

Studies on tricycle transportation in Nigeria have focused on its advantages as means of intra-city and rural urban transportation. Although the use of tricycle for urban transportation is not a new phenomenon in Nigeria, it has been commonly used as intra-city and inter-urban and rural transport services in riverside areas of the country for over three decades. It has also served as the common mode of inter-rural and rural-urban transport in the dispersed settlements of the eastern states of Nigeria and areas where the conventional public transport system services were not available [30].

[31], revealed that the number of registered tricycle has increased from 6,786 in 2001 to 30,036 in 2003. In the same vein, it has been observed that the number of registered tricycle increased sharply from 218,802 in 2006 to 288,474 in 2007. The reason for the increase in the number of tricycle is not unconnected with poor economic situation in Nigeria. It was also observed that commuters now prefer tricycle transportation because it has more safety and cheaper than other means of motorized road transport.

Despite the increasing preference for tricycle transportation in the country, the level of danger associated with it is quite massive. For instance, between 2008 and 2013, tricycle accounted for 21,876 (21%) of accident in the country. With the growing rate of tricycle accidents and the increasing commuters' demand for commercial transportation there is thus a major concern to investigate this mode of transport and the user's perception of the danger associated with the mode [32].

Despite the progress in road transportation in the southern Nigeria over the last two decades there is unanimous agreement among scholars that rapid urban expansion in the country undermines the desired equilibrium level in urban transport demand and supply in Nigeria. The inability of transport supply to meet the demand for transport by urban commuters has led to the adoption of tricycle and motorcycle in many cities of the country as an alternative transport solution to the problems of commuting in most of the cities [33].

According to [34], Youth prefer the tricycle riding trades to any other form of skill acquisition or capacity building. Many do not know that, the operation of commercial tricycle transport system is a kind of money - spinning venture. Many pioneer operators told tales of huge sum generated from their daily business transactions some even expressed regrets that they ought to have forego paid employment in the first instance if had earlier known about the miracle - tricycle riding. Government also generates revenue from the operators. Thus, as this system of transportation supplies food to so many tables of these unemployed youths in Nigeria, it becomes imperative for the government to intervene. Therefore, government assisted these unemployed youth by providing various tricycles to them, so as to alleviate and eradicate vicious poverty. This has appreciably reduced level of unemployment and crimes in the cities.

However, [35] asserted that in spite of all kinds abundant complement opportunities accorded to tricycle business and enhanced transportation system for goods and services which the business has introduced, most traffic accidents are caused by tricycle riders, as they board sides of moving cars, and do not

seem to have any knowledge of traffic regulations.

The business became apparently popular means of transportation system in Nigeria because of the number of factors; first, small amount of capital is needed to start the business and patronage by the people, thus many people were able to engage in it. A brand new tricycle cost between N350, 000 to N400,000 compared to a car for taxi that may cost between N500, 000 to N1, 000, 000. Moreover, the cost of maintenance is extremely low compare to cars and buses, especially in the areas of fuel consuming. Also, the high and rising unemployment especially among youth's particularly secondary school leavers and university graduates. On the part of the consumer, the tricycle transport service is popular because of its convenience. It is always readily available in every corner of Nigerian cities [36].

A study carried out in Mubi, a medium-sized city in the northern part of Adamawa state, Nigeria, provides additional insight into the nature of the tricycle business. The survey reveals that tricycle users in Mubi were generally male between 18 and 30 years of age and only 47 per cent of them had received formal education of any form. That means that 53 per cent of them were stark illiterates. This study is representative of most cities in Nigeria where tricycle business thrives [30]. Commercial tricycle was valued mainly because they were fast and readily available.

### **Theoretical Framework**

Generally, theories are scholar's perception on the impact and mutual relationship between different variables involved in the study. John Maynard Keynes economically conserved; every employment depends upon effective demand. For any rate of employment in transportation depends upon its effective demand as a need. Effective demand results in output, output creates income. Income provides employment [8]. Keynes in his theory regarded employment as a function of income because of his assumption that all the four quantities above effective demand (ED), output (O), Income (Y), and employment (E) are equal to each other.

This theory has been adopted and narrowed to transportation, because for any level of employment in the transportation sector depends upon the level of the demands in the transport service. This shows that; employment depends on the demand of any variable.

It is widely acknowledged that transport has a crucial role to play in economics development. More specifically, it has been recognized that the provision of a high quality transport system is a necessary precondition for the full participation of remote communities in the benefits of national development: Adequate, reliable and economic transport is essential, although not in it self-sufficient, for the social and economic development of rural areas in developing countries [11].

In general, interventions which reduce the transport burden by bringing basic services such as water supply and health clinics closer to the users, and affordable means of transport that are suitable to people and their daily work are more likely to reduce their transport burden.

### **Nigerian Transportation Policies Development**

The progression of modern transport systems in Nigeria can be categorized into two distinct phases. These are:

Firstly, Colonial period (origin of modern transport system). The networks of rail, water and road developed then were geared essentially to meet the exportation of cash crops, such as groundnuts, cocoa, cotton and palm products and to the importation of cheap, mass produced consumption goods. These early transport systems were planned in the most economics way possible, as typified in sub-standard road and rail alignments and a sub base, which later proved inadequate to accommodate heavy vehicles.

Secondly, Post-colonial period/attainment of independence. With a re-orientation of goals, transport became one of the instruments of unification of the country and an important tool for social and economic development. The

development of petroleum resources from the 1950's had significant impact on the nation's social and economic growth, putting increasing demands on the transport system.

[14], opined that, providing this mobility (transportation) is an industry that gives services to its customers, employs people and pays wages, invests capital and generates income. Therefore, economic importance of the whole transportation industry can be assessed from both macroeconomic and microeconomic perspectives. At the macroeconomic level the importance of transportation for a whole economy are linked to a level of output, employment and income within an economy. At the microeconomic level the importance of transportation for specific parts of the economy is linked to producer, consumer and production costs. Meanwhile, tricycle operation importance can therefore be assessed from both macroeconomic and microeconomic aspect (if it used in distribution of produce and generating income to an individual and the economy at large).

Variations in mobility are likely to have substantial impacts on the opportunities of individuals, because it is one of the essential components of the economic benefits of transportation. There is no convergence on Mobility needs due to multitude of factors, some of which are the lack of income, lack of time, lack of means and the lack of access. People's mobility and transport demand - is a function of their socioeconomic status, the higher the income, the higher the mobility, which may give rise to substantial mobility, gap between different population groups. It is due to the differences in socioeconomic status that individuals are patronizing tricycle as a source of mobility.

### **Gap in the Literature**

Taking a good look on the consulted literatures whose emphasis were mostly on gains and pains of the commercial tricycle business, this work deviates to the real economic impact of the business on our economy. While most of the investigations were on income, employment related issues as gains, accident and criminal tendencies as pains of the business; the bearing of this

research is on the actual economic impact (i.e. actual income, labour absorption capacity, tax contribution) of the business on the Nigerian economy as a whole.

economy would be private sector driven, establishment of industries in the state which may solve the problem of unemployment to the labour force which consist semi-skilled, unskilled and skilled personnel, which would also result into a positive multiplier effect by improving the standard living of the people.

It is also true that, education employs and generated jobs, they create the environment for private sector participation. So that, the

### METHODOLOGY

This is the heart of the research and it gives an out- line of how the data were collected and analyzed specifying vividly the estimation techniques to be employed.

There will be no research without data (qualitative or quantitative) whose source could either be primary or secondary. The data for this research was sourced from both sources. Primarily, data was obtained through well-structured questionnaire, survey and interview. In addition to the primary data, secondary data was also obtained from relevant governmental and non-governmental agencies such as, Federal Road safety Commission, Hospital, Police Traffic Division and Keke union respectively.

#### Description of the Study Area

#### Sample Size

Mubi town is made up of two local government areas-Mubi north and Mubi south local government areas created out of old Mubi local government council in 1996 by General Sani Abacha's military regime. Mubi which was formerly provincial headquarter of Saradauna province under the German imperialist until after the second world when it was carved out of northern Cameroun Republic and became part of Nigeria after a referendum conducted for the people to decide which country they wanted to belong to, they finally chose to be part of Nigeria [11]. The Local Government shares boundary with Cameroun Republic, Hong, and Michika local Governments respectively. Mubi, being the commercial nerve of Adamawa State has the largest cattle market in the north eastern part of Nigeria. While tri-cycle (Keke NAPEP) is almost the only commercial transport service in Mubi, though taxi operates but Keke is greater than the number of taxi and Keke are more patronize.

Two Hundred and Fifty (100) questionnaires were administered within the study area.

#### Sampling Technique

#### Population of the Study

Purposive and convenient non probability sampling technique has been selected for this research because of the nature of the study element of the research. This is because majority of the Keke riders are ignorant of what research is all about and they are almost always on the move searching for passengers, except on a queue waiting for their turn to pick passengers in selected places like schools, parks and hospitals. These places were identified and divided for convenient administration of the questionnaire.

Population of this research is the aggregate of all relevant elements within the study area. The population of this study consists of all commercial tricycles in Mubi metropolitan areas. The nature of entry and exit of the business makes it difficult to have their actual number but the estimated population of the riders is atleast two thousand in number in the study area.

#### Model Specification

#### Sources of Data

**Model:** empirical model for the determinants of commercial tricycles income.

The functional relationship of the variables of interest goes as follows:

$$KY = f(HO, OW, NP) \dots\dots\dots (1)$$

The Linearized form of the relationship:

$$KY = a_0 + a_1HO + a_2OW + a_3NP + U_t \dots\dots\dots (2)$$

Where:

KY = Keke Income (daily)  
 HO = Hours of Operation  
 OW = Ownership (owner = 1, otherwise 0)  
 NP = Number of passengers carried

**A Priori Expectation**

The a priori Expectations are:  $a_1 > 0$ ,  $a_2 > 0$ , &  $a_3 > 0$

This study will contribute to knowledge by adding to the existing materials in the library which will satisfy the need of the reader especially areas that cover informal transportation such as tri-cycle business as well as transportation sector, the study will contribute immensely by the increased in youths income and subsequently the entered economic development, the study will also help in the field of study, by helping other researcher interested in the study.

Equation 2; will be used to test the socio-economic impact of tricycle in Mubi Local Government area.

**Method of Data Analysis**

As the method of the data collection varies, so also the technique of their analysis. Two methods of analysis were adopted for this study. The first is a regression technique where an econometric model was specified for the achievement of the main and the specific objective of the study via E-views software. The second is basically descriptive via frequency and percentages for the achievement of the other specific objectives of the study.

The expectation was shown in the linearized form of the relationship which said; all the determinants are expected to be positive. Because, it is believed and known tricycle has positive multiplier effect on individual's standard of living.

**DATA ANALYSIS AND INTERPRETATION**

Out of the one Hundred (100) questionnaires distributed, seventy three was returned. The rate of response varied by questions as some respondents did not respond to all the questions. The demographic and socio-economic characteristics of the respondents shown revealed that all the tricycle riders in

Mubi were male. From the same table, only 1.7% of the tricycle rider is above 40 years, 35.1% were between the ranges of 30-39 while the remaining 63.2% of the tricycle respondents were less than 30years. Thus, tricycle business was majority occupied by the youth in Mubi local government

**Table 1: Age Distribution of the Tricycle Riders**

Age (years)	Frequency	Percentage (%)
	Mubi	
Less than 20	00	00.0
20 - 29	36	63.2
30 - 39	20	35.1
40 - 49	01	01.7
50 and above	00	00.0
<b>Total</b>	<b>57</b>	<b>100%</b>

Source: Field survey, 2015.

**Table 2: Educational Level of the Tricycle Riders**

Educational Level	Frequency	Percentage (%)
	Mubi	
Tertiary	10	17
Secondary	29	51
Primary	12	21
None	6	11
<b>Total</b>	<b>57</b>	<b>100</b>

Source: Field survey, 2015.

Table 2 shows that only 11% of the sample of the riders in the metropolis had no formal education at all, whereas, primary and

secondary school certificate holders command 72% and those with tertiary certificate took the remaining 17%.

**Table 3: Causes of Accident**

Causes of Accident	Frequency	Percentage (%)
	Mubi	
Over speeding	22	42
Recklessness	15	28
Bad Roads	16	30
<b>Total</b>	<b>53</b>	<b>100</b>

Source: Field survey, 2015.

Table 3 reveals that both tricycle riders and passengers in Mubi were of the opinion that the major causes of accident are over-speeding

and bad roads (30% + 42% = 72% respectively), where recklessness' contribution reads 28%, whereas, others does not made any comment.

**Table 4: Reasons for Engaging in Tricycle Business**

Reason	Frequency	Percentage (%)
	Mubi	
No other job	28	49
To support income	19	33
I love the job	10	18
<b>Total</b>	<b>57</b>	<b>100</b>

Source: Field survey, 2015.

A total of 28 out of 57 (49%) took tricycle business because they had no other job, 19

(33%) said they took the business to supplement income and only 10 (18%) took the job as their preference in the above table.

**Table 5: Reasons for Using Tricycle**

Reason	Frequency	Percentage (%)
	Mubi	
No alternative	06	40
Easy to get	08	53
For safety	00	00
No reason	01	07
<b>Total</b>	<b>15</b>	<b>100</b>

Source: Field survey, 2015.

Table 5 reveals that majority of the passengers (53%) use Tricycle because it is easy to get and (40%) has no alternative means of local

transportation in their area, only 7% of the passengers had no reason for boarding Keke NAPEP, while no one uses Tricycle for safety thus the passengers use tricycle as a necessity.

**Table 6: Proportion of Daily Income Saved**

Proportion	Frequency	Percentage (%)
	Mubi	
00 - 09	05	09
10 - 19	32	56
20 - 29	09	16
30 - 39	06	10
40 - 49	01	02
50 above	04	07
<b>Total</b>	<b>57</b>	<b>100</b>

Source: Field survey, 2015.

Taking a look at table 6, it shows that majority (56%) of Tricycle riders in Mubi metropolis save 10-19% of their daily income, where 9% of them saves less-than 10% of their income, 10%

saves 30-39% of their income, 7% of the respondents save 50% and above of their income, Only 2% out of them saves 40-49% of their income.

**Table 7: Registered Members of Tricycle Union in Mubi (2012 - 2017)**

Year	Mubi	Annual Difference
2012	1250	278
2013	1572	322
2014	1923	350
2015	2293	371
2016	2635	342
2017	3020	385

Source: Mbolo Transport Association (M.T.A), Adamawa State Chapter. Mubi Branch.

### Regression Result

The results of the model estimated are presented here. The model centers on the determinants of commercial tricycles' income in Mubi local government area.

**Model:** A regression model for the determinants of commercial motorcyclists' income.

The estimates of the model read thus:

$$KY = -267.95 + 129.37HO - 74.37OW - 1.26NP$$

$$Se = (175.06) (19.00) (59.14) (5.74)$$

$$T = -1.5306 \quad 6.8095 \quad -1.2569 \quad -0.2200$$

$$R^2 = 0.5943$$

$$DW = 1.6314$$

NB: Standard error in parenthesis and t-statistic in asterisk.

### Discussion of the Regression Results

The model regression result above revealed that all coefficients of the explanatory variable with the exception of HO (Hours of Operation) that has positive sign has not satisfied the apriori expectations, and all the variables have succeeded in explaining only 59 percent (0.594261) variation in Tricycle income (TY). The remaining 41 percent variation in the Tricycle income have accounted for by other variables (factors) outside the model. The discussions were accordingly expressed below;

One percent increase in Tricycle hours of operation (HO) will lead to about 120% increase in the income of the Tricycle (TY). This is obvious as the longer hours worked by Tricycle the higher will be his income, other things being equal. However, a 1 percent increase in the ownership (OW) of the tricycle by the Tricycle riders will decrease the Tricycle income (TY) by 74.0 percent. This is not surprising because riders that are using their own tricycle for business pay much attention to the wear and tear of the machine and are not desperate to meet normal timely (daily, weekly or monthly) remittance/return to anybody as expected from riders that are not owners of the machine. These therefore

mean less work hours and by implication less income for the owners [5,9].

Furthermore, as the number of passengers (NP) carried by the Tricycle increases by 1 percent the Tricycle income accruable decreases by 12 percent and vice-versa if its income increases. By implication, the lower the number of passengers carried other things being equal, the higher the income of the Tricycle riders. In this process, Tricycle rider raises price per passenger as the number of passengers carried decreases, which in return earn him (Tricycle rider) more income because the burden will be on the passenger.

Hour of operation (HO) is statistically significant at both 1 and 5 percent level of significance in influencing Tricycle income (TY). While Ownership of the tricycle (OW) and the number of passengers carried are statistically insignificant in explaining Tricycle income. However the overall equation is statistically significant in influencing Tricycle income.

Moreover, unit-root test has been undertaken to show and identify the level of significance between the given variables.

### CONCLUSION AND RECOMMENDATIONS

This study reveals that Tricycle business is a male dominated business with a little difference for gender patronage where male passengers outstrip female passenger. Most of the riders were in their youthful age of 20-35 with low level of education. The riders lack driving skills and proper conduct on the road.

They become nuisance to the society because of their reckless riding that causes most fatal accidents on our roads. The other side of the coin for this study confirmed that it is obvious that Tricycle business is a larger employer of labour with large absorptive capacity. The Tricycle mean daily and monthly earnings were ₦2000 and ₦60,000. If all registered

members of Tricycle were to pay ₦1000 annual license fee, the state government could have generated one million nine hundred and twenty three thousand (₦ 1,923,000.00) per annum in Mubi alone, and if they were to pay for the national plate number, reasonable sum could have been generated to federal government as revenue. Also, if local governments were to impose only ₦20 levy

equivalent to the Tricycle riders' union daily dues, the estimated revenue will be ₦ 38,460 daily (i.e. 20x 1,923), ₦ 1,153,800 monthly (i.e. 38460 x 30) and ₦ 13,845,600 yearly (i.e. 1153800 x 12) from Mubi only. Imagine the mammoth sum that could have been generated if all Tricycle riders in Adamawa State pay the money [13].

### Conclusion

This study has sought to find out the social and economic impact of the business called Tricycle on the economy. The study concludes that Tricycle is an informal intra-city transport system and a very big Money making venture. Despite the money youth makes out of the business, it has been discovered that majority were into it because they had no option. It is the free entry and exit business where all misfortune elements fall into seeking for survival. Majority of these elements are less educated and they abused drugs. That is why the business has a gloomy look that dimmed it

image before the society. As confirmed by some security agencies through interview, the riders aid and abet criminal activities because so many apprehended criminals took up the business as a cover.

Beside the aforementioned social cost of the business, economically the business is worth doing but they do not do it well. This study revealed some of the positive multiplier effects of Tricycle services as provision of better access to market, increase in output and labour absorption (employment) and income earning in the economy.

### Recommendations

Based on the conclusion of this research study, the recommendations will be given into

three divisions. The first is for the government while the second and third divisions are for the Tricycle riders and users.

#### Recommendations for the Government

Government is the strongest responsible institution to initiate, encourage and enforce positive changes into any business like Tricycle business, In order to bring sanity into the Tricycle business. Government is expected to do the following;

- i. Provision of good roads network.
- ii. Provision of good road facilities such as better road signs and symbols.
- iii. Provision and enforcement of traffic laws by experts.

- iv. Adequate riding orientation about environmental values & riding skills.
- v. Provision of enough Tricycle riders training schools.
- vi. Provision of soft loans for the Tricycle riders.
- vii. Imposition & proper collection of affordable tax, from the riders.
- viii. Provision of healthcare facilities for the road users in an event of accidents.

#### Recommendations for the Riders

The Tricycle riders union should encourage riders and passengers to use Personal Protection Equipment (PPE). These equipment include crash helmet, jacket, goggles, gloves, boots e.t.c for their safety operation. The union should also ensure the following:

- i. No operation by non-registered members.
- ii. Sight test before commencement of operation.
- iii. Provision of licenses for all members for easy identification.

iv. Frequent education on the importance

of tax compliance.

### Recommendations for Tricycle Users

The general public (Tricycle users) can also play their role in the struggle to bring orderliness in the business. This can be done through:

Avoiding Tricycle riders without Personal Protection Equipment (PPE).

Boarding on Tricycle whose riders appeared with registered signs only. Caution the riders when riding roughly (over speeding). To avoid argument, agree on the fare before boarding.

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