

EVOLUTIONARY TRENDS AND EMERGENCE OF COMMERCIAL MOTORCYCLING OPERATIONS IN IBADAN METROPOLIS

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ABSTRACT: *The emergence of the commercial motorcycling has been considered a good experience as it has proved to be a source of support for economic survival for thousands of people in Ibadan metropolis. There is dearth of studies on the evolutionary trends and organizations of commercial motorcycling in Ibadan metropolis. Therefore, this study investigated evolutionary trends of commercial motorcycling operation in Ibadan metropolis, Oyo State. A case study design was adopted using qualitative method of data collection. A purposive sampling of 24 motorcycle units matched into 12 focus group discussions with the branch heads and union members of the motorcycle unions and the commuters across the city yielded the data. Primary and secondary data were collected using qualitative techniques. Data collected were content analysed based on the objectives. It was found that, the evolution of commercial motorcycling has been traced down to the increased human needs and urbanisation in the country after the Civil War and the failure of the public mass transit scheme in Nigeria between 1980 and 1990. Thus, organization of commercial motorcycling in Ibadan and Nigeria is under the Amalgamated Commercial Motorcycle Riders Association of Nigeria (ACOMORAN) and the All Nigerian Auto Bike Commercial Owners and Workers Association (ANACOWA) that are the existing active associations coordinating and protecting the interest of mercantile riders in Nigeria. As recommended, the governments at various levels (federal, state, and local) need to create employment opportunities as this will go a long way in reducing unemployment in Nigeria, particularly in Ibadan.*

KEYWORDS: Evolutionary Trends, Commercial Motorcycles, Economic Survival, Employment Opportunities, Ibadan Metropolis

INTRODUCTION

The Federal Government of Nigeria's National Transport Policy supports economic development and facilitates access to labour and other resources for the realisation of national comparative advantages. In the Nigerian historical page, the use of motorcycle was restricted to serving family transportation need, mostly associated with middle income earners. In the rural communities, possession of a motorcycle was a mark of class differential between the well-to-do and those not well-to-do. Use of motorcycles commercially for transportation and other related activities in Nigeria first appeared in Cross River State in the early 1970. Its popularity as a vocation was further strengthened as a result of mass retrenchment of workers nationwide in 1975/76 (Adesanya, 1998:26).

The governments' inability to provide adequate jobs for the unemployed has prompted many jobless people to take to commercial motorcycle operations as an alternative means of survival. Today, everyone from all walks of life even the retired are involved in commercial motorcycle business as a means of livelihood. The emergence of *Okada* as an alternative means of transport

brought a relief of sorts to the inadequate transport system (Iginla, 2007; Ikuomola, Okunola and Heap, 2009).

In this study, commercial motorcycling (*Okada*) refers to the two-tyre automobile machine or carrier that moves people from one place to another. It provides space for two persons, including the rider. When such carrier is used as source of income to the owner, it is called commercial motorcycle. Also, human security refers to the protection of the vital core of all human lives in ways that enhance human freedom and human fulfilment. It means protecting fundamental freedoms— freedoms that are the essence of life. It means protecting people from critical (severe) and pervasive (widespread) threats and situations. It means using processes that build on people's strengths and aspirations. It means creating political, social, environmental, economic, military and cultural systems that together give people the building blocks of survival, livelihood and dignity. It argues that, a people-centred view of security is necessary for global, regional, national and community stability. Its various components include; "economic security, food security, health security, environmental security, personal security, community security and political security" (UNDP Report, 1994).

The Amalgamated Commercial Motorcycle Riders Association of Nigeria (ACOMORAN) and the All Nigerian Auto Bike Commercial Owners and Workers Association (ANACOWA) are the existing active associations coordinating and protecting the interest of mercantile riders in Nigeria. The emergence of the commercial motorcycle is a good experience as it has proved to be a source of income for the army of hitherto idle persons; it has helped to cushion the influence of the ineffective transportation system in the county. The highest population of commercial motorcycles is found in cities like Lagos, Ibadan, Benin, Port-Harcourt, and Kano (Yaqub, 2011). Thus, the overriding aim of this study is to assess the evolutionary trends and emergence of commercial motorcycling operations in Ibadan metropolis, Oyo State.

Statement of Problem

Transport system is a basic and critical infrastructure supporting daily life and economic activities of most nations. In different climes, transportation is provided across range of networks. However, these networks or systems are often threatened and in turn threaten the security of different climes where they exist. In Nigeria, commercial motorcycling is an important component of the transport system which has challenged the security of the society over the years. This connection is premised on the line between the falling standard of living, social inequalities, urbanisation and urban transport system and crime.

Thus, despite the expanding literature on commercial motorcycling activities in Nigeria, there is a scanty study on evolutionary trends and emergence of commercial motorcycling operations in Ibadan metropolis. Therefore, understanding the evolutionary trends and emergence of commercial motorcycling operations in Ibadan is of crucial importance.

Purpose of the Study

The major purpose of the study is to explore evolutionary trends and emergence of commercial motorcycling operations in Ibadan metropolis Specific objectives include;

- i. Examine the evolution and emergence of commercial motorcycles operations in Ibadan metropolis
- ii. Discuss the organisation of commercial motorcycle transport in Ibadan

Justification of the Study

The evolution and emergence of commercial motorcycle riders have attracted scholarly examination (Ogunsanya and Galtima, 1993; Adesanya, 1998; Ikuomola, Okunola and Heap, 2009; Ogunrinola, 2011). One common trend of the majority of these studies is their focus on the dynamics of the emergence and activities of *okada* operators. These perspectives are basically reductionist in approach. The dysfunctional urban transport system and the economic dislocation of the vast majority of the populace are given scant attention in the literature. Thus, the narratives of *okada* business have neglected the connection given that they have rarely asked questions investigating how *okada* business interacts with urbanisation and threatens the human person. This leaves a yawning gap in understanding how collapsed infrastructure interacts with the transport system and threatens the individual's freedom from want, freedom from fear and an undignified living. This study however seeks to extend the discourse by making a connection between the emergence of motorcycle as a form of business and the dimension embedded in this mode of transportation. If this gap in the literature of urbanisation and urban transports system and discourse is not filled, the academic community is likely to remain unacquainted of the evolutionary trends and emergence of commercial motorcycle operations in Ibadan metropolis.

LITERATURE REVIEW

This study adopted "*Human Needs Theory*" and showed that human existence is determined by needs which are called basic human needs. Daily activity of man is targeted at how to meet his needs. Human need theory as a multi-disciplinary tool of interpretation has benefited from the works of scholars from different disciplines such as biology, psychology, politics, sociology, economics and development studies. Some of these include Abraham Maslow, Marshal Rosenberg, Manfred Max-Neef; John Burton and Paul Sites.

Abraham Maslow (1954) was the first to prioritise human needs in order of urgency. He placed them in the order of food, water and shelter at the first level and safety and security at the second. The third level includes the desires of belonging and love; while self-esteem and personal fulfilment are at the fourth and fifth levels respectively. He claims that humans in attempt to meet needs in the ever competitive and complex world in order of urgency, tensions are created and frustration vented on others at any point of failure to meet the needs.

Postulants of Human Need Theory assume that individuals and groups engage in conflicts and crimes as a result of unmet needs. "Human needs are a powerful source of explanation of human behaviour and social interaction. All individuals have needs that they strive to satisfy, either by using the system, acting on the fringes, or acting as a reformist or revolutionary. Given this condition, social systems must be responsive to individual needs, or be subject to instability and forced change (possibly through violence or conflict)" (Coati and Rosati, 1988:6).

Human need theory offers the paradigm to understand how increasing urbanisation has complicated urban mobility problems, leading to the emergence of commercial motorcycle operations in Ibadan metropolis. To this effect, taking a glimpse at the human needs' theory reveals that it exemplifies the same component of which has dominated global thinking in terms of development intervention. However, the weakness of this theory as applied in this study is that it does not provide explanation to how and why commercial motorcycle operation is enmeshed in criminal activities and violation of order in Ibadan metropolis. Thus, the theory is insightful on evolutionary trends and emergence of commercial motorcycling in Ibadan metropolis since human needs drive their behaviours.

Related Studies

Commercial motorcycle (*Okada*) is adapted to modern Nigerian society, which has an inadequate supply of vehicular services contend with frequent traffic gridlocks, and badly constructed roads. Commercial motorcycles have become a permanent feature in the country due to low cost of purchase and fuel efficiency (Akinwale, 2010). The *Okada* is also able to navigate and travel through roads where cars cannot go, especially in villages, and urban slums (Adefemi, 2006). *Okada* riding is seen as "a unique experience" by regular passengers and tourists. The *Okada* is used in cities like Lagos and Ibadan by businessmen, government workers, and students to surmount traffic congestion (Akinwale, 2010).

There is a plethora of literature on the emergence and boom of commercial motorcycle operations (Ogunsanya and Galtima, 1993; Adesanya, 1998; Ikuomola, Okunola and Heap, 2009; Lourdes, Plat, Pochet and Sahgbana, 2010; Ogunrinola, 2011; Olaniyi, 2013). However, the evolution cannot be divorced from the history of manual and motorised transportation in Nigeria. Many decades prior to the advent of colonial administration, the most essential transportation entails people walking from one location to another and carrying luggage by themselves. Goods and other property were conveyed in containers (pot, bag, box, and basket), balanced on the head, wrapped inside a scarf around the back, carried in a backpack, or tied on a horse back or pole. In a situation where the load is very heavy, they were dragged.

Walking and bearing loads were easy, inexpensive and more efficient than modern technologies only for little distances and loads (Starkey, 2000). The colonial rule replaced the natural horse with the 'iron horse', which is bicycles, according to Chinua Achebe in (1958) who portrayed that using iron horse was somewhat popular before the advent of motor cars. The coming of the motor car led to the motorisation of the bicycle hence the name motorcycle that is a motorised bicycle. The proud owners of bicycles later became owners of motor vehicle or motorcycles depending on their ability to afford either of the two.

According to Olaniyi (2013), the Vespa motorcycle was the most common brand of motorcycle in years past in Nigeria just as Honda is the most popular brand of motorcycle in the present day. Basically, Vespa (motorcycles) owners used them as intermediate mode of transport, sometimes known by the acronym 'IMTs'. They do not serve as 'immediate' mode of transport for average members of the public, as it is the case now.

In the same trend, Motorcycles, before the introduction of the Structural Adjustment Programme (SAP) in 1986, only complement large-scale means of transportation, and they are usually owned by those who could not afford motor vehicles but are hopeful to acquire one later, alternatively the large-scale transport means, include, buses, lorries cars, trains, ships and

airplanes are generally designed for travelling long distances as well as for bearing larger and heavier loads. Such transportation technologies are basically complex and costly. However, economies of scale are capable of making the price of unit tonne-kilometre or per person-kilometre conveyed significantly lower, as long as the operations involve lengthy trips with complete loads. There is an extensive range of intermediate means of transport between these extremes.

Essentially, motorcycle is part of the local solutions towards boosting transportation capacity with a view to reducing drudgery at a moderately low cost. “Other land-based intermediate mode of transport including wheelbarrows, hand carts, trolleys, bicycles, tricycles, animal-powered transport and power tiller trailers; equally included are intermediate water-based transport technologies such as canoes, rafts and small boats” (Starkey, 2000).

Private motorcycle served as an intermediate means of transport as they serve intermediate purposes between walking and large-scale haulage. The weight bearing capacity of motorcycles is between 50 kg and 1000 kg which is greater than humans can expediently bear themselves. This capacity is however below that of large-scale haulage systems that are often between one and one thousand tonnes (Starkey, 2000). Private motorcycles are mostly used for short distances, while large-scale transport is normally used for long distances. For most rural communities, the use of motorcycles is well suited for local collection and distribution in marketing chains therefore it is very commonly owned by private owners (Starkey, 2000).

Poverty is among the factors that pushed private owners to use their motorcycles for commercial purposes; just as poverty pushed private motor car owners to use their cars for commercial purposes, popularly called “Kabukabu”(Ikuomola, Okunola and Heap, 2009; Lourdes, Plat, Pochet and Sahgbana, 2010; Ogunrinola, 2011; Olaniyi, 2013). Analytically, *okada* is the opposite version of *kabukabu*. As the demand for motorcar *kabukabu* rose so the demand for motorcycle *kabukabu* also rose. The very high demand for transport services in most cities in Nigeria attracted people into the transport business. *Okada* became the entry point into the transport business for many poor people since the start-up capital for the *okada* business is small and can easily be raised as compared to that of motor vehicle (*kabukabu*) business.

RESEARCH METHODOLOGY

Design

The study adopted a case study research design. The case study is an empirical inquiry that investigates a contemporary phenomenon within its real-life context. This approach is suitable when a research seeks to answer the ‘what,’ ‘why,’ and ‘how’ question (Bryan, 2004: 46). It is characterised by the qualitative approach for data collection and analysis.

Research Setting

The study area was Ibadan, the Oyo State capital. Ibadan metropolis is inhabited predominantly by a Yoruba speaking community in the South-western region of Nigeria. The approximate population is 2.8 million (National Population Commission, 2006). Ibadan is inhabited by

virtually all ethnic groups found in Nigeria. Ibadan has 11 local government areas, there are six local councils within the metropolis and five are located outside the city.

Study Population

Study population comprises the total number of registered motorcycle riders in the six local governments within the Ibadan metropolis and the residents selected for this study. According to the 2006 Census, the total population of residents in the six Local Government Areas comprised; Akinyele, Ibadan North, Ibadan North East, Ibadan Northwest, Ibadan Southeast and Ibadan Southwest, estimated to be 1,554,958 (NPC, 2006). See Map of study areas in Figure 1 presented;

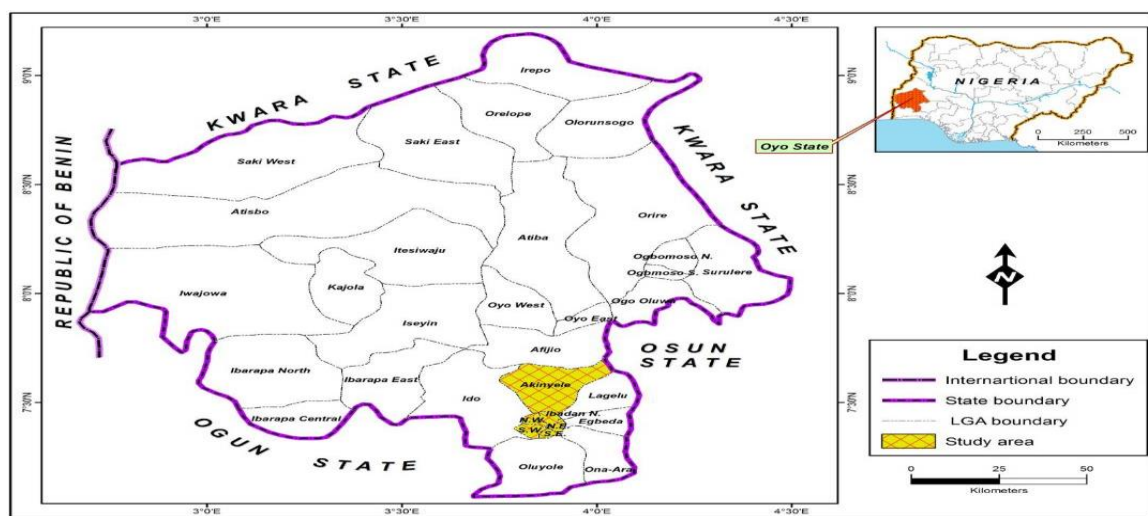


Fig. 1: Map of study area

Sample Population

The sample population comprised 36 commercial motorcyclists from different points across the six local government areas under study, 24 executives of commercial motorcyclists, 24 residents/commuters of the selected communities, 2 traditional bone setters and 2 staff at the accident and emergency ward of the University Teaching Hospital (UCH).

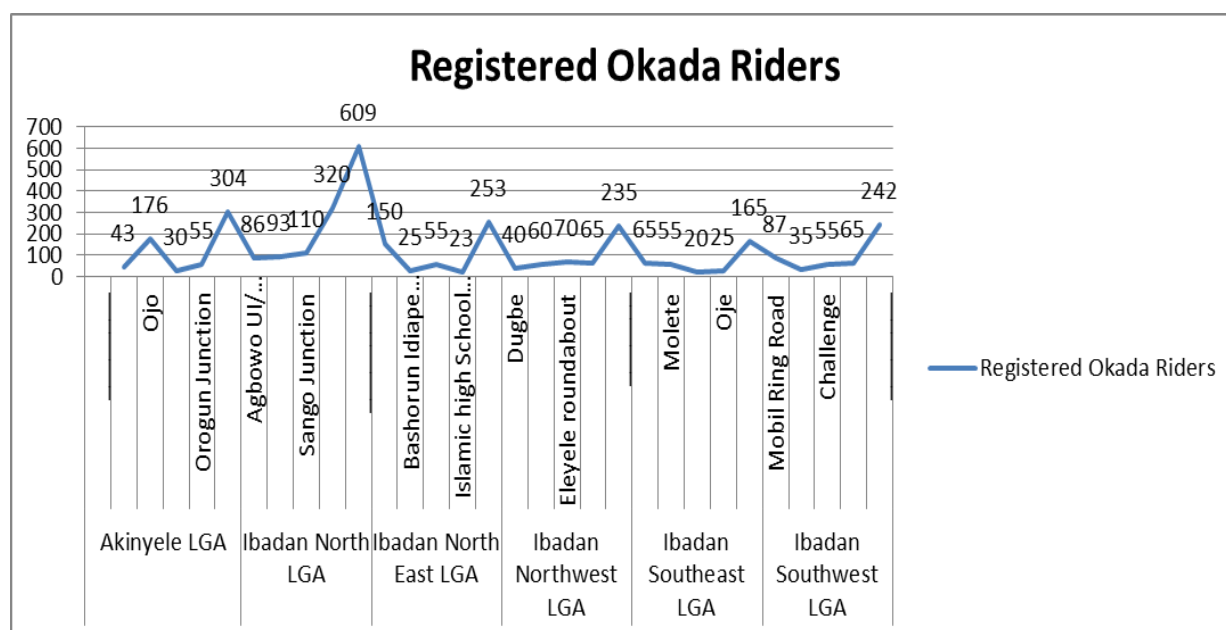


Fig. 2: A chart of registered motorcycle points obtained during a pilot study

Sampling Technique and Data Sources

The sampled population was purposively drawn. Those that were sampled include respondents from the 24 motorcycle units selected, 12 focus group discussions with the branch heads and union members of the motorcycle unions and the six purposively selected commuters across the city. Data was collected from both primary and secondary sources. The primary sources include in-depth interviews and focus group discussions. The secondary sources were obtained from books, journals, and newspaper commentaries.

Method of Data Collection and Analysis

Ethical issues were properly considered to ensure that the various rights and freedom of individual respondents were adequately respected and protected. No respondent was placed under duress, fear or favour of any sort. Informed consent of individual respondents; secrecy and confidentiality of respondents, and the integrity of individual respondents were respected. All these were emphasised in order to ensure truthful, reliable and quality information. Data was collected using qualitative techniques. Twenty-eight in-depth interviews and twelve focus group discussions were conducted. Two major instruments were employed in carrying out this study, they are in-depth interview guide (IDI) and the focus group discussion (FGD) guide. Data gathered from the interviews and FGDs were transcribed, processed, pooled together and categorised into themes based on the research objectives. The data was content analysed using descriptive and narrative styles.

FINDINGS AND DISCUSSION

This study was designed to examine the evolutionary trends and emergence of commercial motorcycles operation in Ibadan metropolis. The qualitative data collected were content analysed and the findings are presented thus;

The Evolution of Commercial Motorcycles Operation in Ibadan Metropolis

The evolution of commercial motorcycles operation in Ibadan cannot be divorced from the history of manual and motorised transport in Nigeria. Before the arrival of colonial administration, the most basic transport involved people walking between locations and carrying things themselves. Goods were carried in containers (bag, pot, box, and basket), wrapped in a shawl around the back, balanced on the head, carried in a backpack, or balanced on a horse or pole. If they are too heavy, such items can be dragged. Activities involving walking and carrying require straightforward, low-cost and economical technologies for brief distances and for little masses (Starkey, 2000). The colonial rule replaced the natural horse with the 'iron horse', that is bicycles, according to Chinua Achebe in (1958) who portrayed that the use of the iron horse was quite fashionable before the motor cars became common. The coming of the motor car led to the motorization of the bicycle hence the name motorcycle that is a motorised bicycle. The proud owners of bicycles later became owners of motor vehicles or motorcycles depending on their ability to afford either of the two.

However, the adoption of motorcycles for mercantile transport in Ibadan began due to the shortfall in the coverage, scope, and services embarked upon by the usual public transportation scheme at that time. Besides, the growth in population, the untold suffering caused by the Structural Adjustment Programme (SAP) policy as well promoted the usage of this means of transportation particularly for pecuniary reasons. During the period, it was difficult for the average populace to sustain livelihood. Therefore, saving to acquire a new automobile or change a former car was a herculean task. This scenario encouraged the appetite for purchase of fairly-used cars popularly referred as '*tokunbos*' in Ibadan, Oyo State. Nevertheless, the strong need to survive with high unemployment rates and no one to cater for their responsibilities pushed many of the residents to get motorcycles from others on hire-purchase: by either they either making payments every day or at mutually convenient set time such owners. These arrangements have been blamed to motivate the riders to engage in all sorts of risky riding so as to meet the terms of the agreement. Commenting on this issue, an *okada* operator noted:

If there was chance to get education and job opportunities, any of the young boys on *okada* would not be on *okada* but because they have nothing worthwhile to do nor to get their daily meals; they don't have much choice than to ride so that they can survive (Interview at Bashorun, Idi-Ose Junction, 17, March, 2017).

From the above response, it can be deduced that the urge to meet the basic necessities of life had been the motivating factor to take up commercial motorcycling as a source of livelihood. In reality, the present economic hardship has crippled many people thereby encouraging many individuals to engage in motorcycle business. Another respondent noted that:

The economy of the country has been very bad. Many commercial drivers who intend to purchase *tokunbo* vehicles could not afford them due to poor purchasing power. Motorcycles (*okada*) therefore came as a saving grace especially for the average man (Interview at Dugbe, March, 12, 2017).

Hence, the ever-increasing incidence of joblessness among young men in Ibadan, using motorcycles for business purposes became an attraction. The persistent hike in the cost of fairly used vehicles, the deplorable and poor situation of the roads coupled with other problems such as traffic gridlocks on the roads have further reinforced the patronage of commercial motorcycle to the many impatient commuters trying to meet deadlines. Commercial motorcycles quite easily fill the service gap created by cars, buses and other existing modes of transport. Commercial motorcycle became important to socio-economic activities in many states across the nation due to certain some of the qualities identified in their use. These include; uncomplicated manoeuvrability, their capability to pass through bad roads, their demand responsiveness among others (Okola, 2013).

Hence, the last advantage is true, as commuters see commercial motorcycle as a faster means of transportation which they can easily influence. Responding to this, a motorcyclist operator stated that:

It is not uncommon for passengers to board *okada* so that they can get to their destination quickly. They would rather pay higher fare for *okada* than take a bus that will waste their time in traffic (Interview at Ojo, 20, March, 2017).

Commercial motorcycle operation has gained popularity among the indigenes and settlers in Ibadan. This is confirmed by the fact that commercial motorcycle can be found across all towns and villages in Ibadan. Depending on the area and location, commercial motorcycles are referred to as '*okada*', and '*going*'. *Okada* is undoubtedly the most extensively used term for commercial motorcycles. *Okada* was adopted from the aviation sector of the country - Okada Air commercial airline. Though uncomfortable, Okada airline reliably conveyed passengers across the country for many. While attempting to chronicle the emergence of "Okada" in Ibadan, a respondent noted that:

Okada business started in the 1980s by a group of few men around *Oja-oba* area in Akinyele Local Government Area. Then they often used the motorcycles that were bought for personal use to carry passengers who were returning home from work in the evenings. They charged a token amount of money. This group of men was on the business on part-time basis because *Okada* operation started on a small scale in Ibadan before spreading to other parts of the state (Interview, at Ajibode, 23, March, 2017).

Nevertheless, the recent explosion of commercial motorcycle transport in Ibadan metropolis in recent years was further influenced by its advantages. These advantages can be said to have

accounted for its use as a mode of commercial transportation and the popularity of the motorcycle business. Some of the major advantages are that commuters get better served as it takes them to destinations that are not motorable due to bad roads. When it comes to motorcycles, there is no route too narrow or location too far to reach. Apart from taking customers to their doorsteps, passengers have adjudged motorcycles to be a faster alternative as well as saving time than alternative transportation.

Motorcycles easily manoeuvre through traffic as a result of the number of passengers they carry unlike public cars which makes it to be regarded as a quick mode of transportation. Also, low cost is incurred for the maintenance of a motorcycle compared to a taxi or bus. Affordable as well as readily available spare parts make it better to manage with meagre income unlike those of motor cars or buses. To cap these numerous advantages, motorcycles consume far more fuel efficient than motor vehicles (Olaore, 2011). As a result, different members of the public ranging from public servants, students, to artisans and entrepreneur find *Okada* as a relieve and respite from the usual traffic jam experienced daily in the morning and after official hours daily.

Given the above-mentioned benefits, motorcycles are chosen over other transport modes because of their preference. Furthermore, it can be deduced that investors prefer to put their money into the business of commercial motorcycle, and while all this combination has led to the popularity and proliferation of motorcycles for commercial transportation in Ibadan, as well as its urbanisation.

Motorcycle is very popular than other means of road transportation available in the streets of Ibadan because it is able to provide door-to-door service in the nook and cranny of the city (Interview at Ojo, March 20, 2017).

The metropolis of Ibadan is easily one of the biggest cities in West Africa. Consequently, it has attracted more migrants and entrepreneurs from far and near who are involved in different economic activities for survival. In recent past, a rapid increase in the use of motorcycles as a commercial public transport mode in the city of Ibadan. A respondent noted:

The major change we are experiencing in Ibadan today is urbanisation. Many people living in the villages have come to stay in Ibadan. As the city expanded, it was often difficult to get cabs and buses to move people into and out of areas like Apete, etc. As a result, the need for *Okada* became necessary (Interview at Iwo Road, March, 23, 2017).

Corroborating this idea, in one of the focus group discussions, participants described how commercial motorcycles are used in their daily lives:

Husbands use motorcycles to transport their family to places such as markets and schools; people also used motorcycle to enhance their social activities such as visiting friends, recreation, churches and mosques (FGD at Apete, 16 March, 2017).

However, during the above FGD with commercial riders at Apete, the researcher observed that owning a motorcycle enhances the status and social standing of operators and owners as it represents a level of economic achievement. Motorcycle therefore offers means of visiting relatives and other acquaintances. The condition of roads within and outside urban centres are in parlous conditions making travelling by alternative means such as cars and buses a difficult option. This makes motorcycles more popular and patronised in most suburban areas. Also, settlements that are erstwhile inaccessible around Ibadan added impetus to the growth of motorcycles.

Organisation of Commercial Motorcycle Transport in Ibadan

Commercial motorcycle transport exists virtually in all areas of Ibadan, Oyo State. The operators form different groups that are found at various junctions, towns and villages. For example, they are found at Moniya, Ojoo, Ajibode, Orogun, Agbowo, Sango, Agodi, Iwo, Bashorun, Dugbe, Aleshilonye, Eleyele, Molete, Orita to mention a few. Junctions are chosen because they are convenient spots for connecting people coming back from different places via other modes of transportation like taxi cabs; minibuses; etc. The *Okada* operators form route associations through which they operate. Groups are identified by the cloth jerseys of different colours and logos worn by their members. The secretary of Aleshiloye junction unit of Amalgamated Commercial Motorcycle Riders Association of Nigeria (ACOMORAN) noted:

There is a standing rule of territorial ownership among different groups. An *Okada* operator who drops a passenger in someone else's territory will return to his base without picking a passenger back. No operator is allowed to pick up passengers within another rider's territory but a motorcyclist can pick up a passenger accidentally along the way where no group operates or by out-smarting other operators in a particular domain (Interview at Aleshilonye Junction, April 14, 2017).

The organisation of commercial motorcycles in Ibadan metropolis is synonymous to that of other urban centres in Nigeria, and neighbouring countries such as Ghana, Uganda and Benin Republic where route associations are essential in regulating the activities of commercial motorcyclists and also in protecting them from the harassment of the law enforcement agents.

Operators using motorcycles for transport business in Ibadan metropolis have formed associations who are in control of the business through self-regulation. The system has developed to an industry to fill the gap created by government transportation policy in providing alternatives and regulating the sector. The Amalgamated Commercial Motorcycle Riders Association of Nigeria (ACOMORAN) and the Motorcycle Owners and Riders Association (ANACOWA) are the dominant unions with branches across the city. The unions are powerful organisations with thousands of members in almost every community in the city. Compliance to the Union's regulations are often enforced through physical violence to prevent non-members from operating in the sector.

While there is no serious formal registration procedure, the unions protect the interest of their member's business and struggle to deny entry to non-members. The Unions revenue is a function of the number of registered riders, the more reason to curb non-members from operating. Each operator pays a fee and has the right to operate and form an identity. The

management of the unions in Ibadan metropolis is by contracted youths otherwise referred to as area boys who extort money from the motorbike operators, and in cases where they refuse to pay, they give in to violence. The money collected is forwarded to the administrative office and is used to run the operations of the unions. At times such money is used to seek favours from other constituted authorities and the police, however, it has been hard to manage and legalize this form of business due to the fact that unions have gained political influence with increased membership.

The motorcycle transport unions perform various functions ranging from seeing to members welfare to enforcing and regulating motorcycle operators' conduct while providing services to the public. They also pass useful information on relevant state laws and government policies to their members. They embark on enlightenment programmes for their members on road safety codes and rules (Olaore, 2011: 29). In addition, they also interface with relevant agencies, for example, the Police and Federal Road Safety Corps (FRSC) especially for members who may have violated traffic and other laws. Means of identification and customised vests were given to bonafide members of the union to check rogue riders who often infiltrate the business to commit atrocities.

The government's failure to commission efficient public transportation system provided ample opportunity for the introduction and success of commercial motorcycles in Ibadan. Recently, the government introduced large buses to subsidise transport fares within Ibadan and its environs. While many views this step as a political tool for the re-election of Governor Ajimobi, past governments (together with other state governments in Nigeria) acquired several motorcycles as give back to political loyalists and empowerment teeming unemployed youth drive home the poverty alleviation programme of the administration. With all these mercantile motorcycles continue to blossom in the city of Ibadan.

CONCLUSION

The study investigated the evolutionary trends and emergence of commercial motorcycling in Ibadan metropolis, Oyo State. And concluded that, findings revealed that the evolution of commercial motorcycling has been traced down to the increased human needs and urbanization in the country after the Civil War and the failure of the public mass transit scheme in Nigeria between 1980 and 1990. Thus, organization of commercial motorcycling in Ibadan and Nigeria is under the Amalgamated Commercial Motorcycle Riders Association of Nigeria (ACOMORAN) and the All Nigerian Auto Bike Commercial Owners and Workers Association (ANACOWA) that are the existing active associations coordinating and protecting the interest of mercantile riders in Nigeria.

RECOMMENDATIONS

From the foregoing, it should be noted that several factors led to the emergence and changing patterns of commercial motorcycle operations in Ibadan metropolis. Increased human needs and urbanisation in the country after the Civil War were notable factors as well as the failure of the public mass transit scheme in Nigeria between 1980 and 1990. Also, during the 80s,

there was a general economic downturn which led to individuals seeking other means of continued existence in the form of commercial motorcycle operation.

In addition, this form of business has positively and negatively contributed to the Nigerian economy and society. Therefore, the governments at various levels (federal, state, and local) need to create employment opportunities as this will go a long way in reducing unemployment in Nigeria, particularly in Ibadan.

However, there is urgent need for the law enforcement agents including traffic police and FRSC to strictly monitor those commercial motorcyclists' activities and ensure they do not violate traffic rules and regulations for commuters' safety and security of motorcyclists and road users.

Further, in order to enhance the organization of these Okada rider group, there is need to create a database for proper record keeping and tracing of accident-related cases or crimes perpetrated by the commercial motorcycle operators. The database has to be maintained and updated regularly to help in observing commercial motorcycle activities on the road. This to a great extent would enhance urban transport planning. Motorcyclists need to compulsorily go through certain tests to determine their riding skills. Afterwards, before plying the road they should be issued licenses and educated on using protective materials including helmets, hand gloves and safety glasses.

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