



## IMPORTED SECOND-HAND TYRES: WHY NIGERIANS WILL NOT STOP ITS USE

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**ABSTRACT:** *The use of imported second-hand tyres is one of the leading causes of high mortalities and disabilities in Nigeria which has implication on socio-economic progress of the nation. Over 10,000 fatalities were recorded on Nigeria roads between 2011-2020. The use of poor tyres accounted for more than 8.42% of this fatality. This study investigated factors that have sustained the use of these tyres over the years despite stakeholders' effort to eradicate and discourage its use. Specifically, the paper examined the relationship between socio-economic factors and the use of imported second hand tyres, attitude of automobile users about these tyres and values assigned to imported second-hand tyres. The study employed a multistage sampling technique and administered 140 questionnaires to automobile users. The study found no statistical association between socio-economic factors and the use of these tyres. The study also found that the use of these tyres was pervasive across all levels of social strata. Furthermore, the study revealed that positive attitude about these tyres still revolved around the mind of most automobile users and a higher proportion attributed positive values to these tyres. The study concluded that factors that have sustained the use of imported second-hand are beyond socio-economic factors as documented in literature. Perceived durability attributed to foreign used goods has been a major factor. Aggressive sensitization of the risk involved in the use of these tyres, revival of redundant tyre industries, patriotism and professionalism of personnel attached to the country's border are recommendations to eradicate the use of these tyres.*

**KEYWORDS:** Mortality, Used Tyres, Fatalities, Socio-Economic, Nigeria

## INTRODUCTION

A report published by waste and resources action programme [2, 12] defines second-hand products as items that result from initial use and that are available for re-use as their original intended function. Throughout the last 20 years, rapid growth of second-hand products consumption has got the attention of researchers and raised the question of why do customers purchase second-hand products [5] One answer is that, because of economic reasons customers are now more interested in second-hand products, rather than new products [1,5]. Economically disadvantaged groups who are unable to buy new goods from formal retail outlets are the primary users of second-hand products [1]. Similarly [6] mentioned that poor individuals are second-hand consumers who do not have the economic ability to purchase new products.[5] reacted contrarily to these submissions. To them, economically disadvantaged



groups are the primary customers of second-hand products however, this does not rule out economically privileged individuals.

The use of imported second hand tyres has become pervasive in the Nigerian society among automobile owner's despite of its associated risk. These tyres have enjoyed high patronage and use in spite of stakeholders' efforts towards eradicating its use. The local parlance for such tyres in the Nigerian context is commonly referred to as "Tokunbo tyres" [10] averred that the term 'Tokunbo' which denotes "Overseas" has been used to describe imported second-hand goods in Nigeria since 1980s. This term accords goods the status of foreign used. The term 'tokunbo' as an economic phenomenon emerged as the country shifted gradually from production to commerce following the implementation of Structural Adjustment Programme from 1986. [11] The economic downturn that happened in the country from 1990s onward led to a consequent dependent on second-hand goods. As a result, this term was used to describe goods in glowing terms emphasizing the quality of goods compared to sub-standard products from Asia. [10] Second hand products became very popular in Nigeria by 2004. The agreement that was reached between Benin republic and Nigeria in 2004 facilitated more second hands to be transported to Nigeria through their borders [3]. Although most of these products are not transported through legitimate channels but are often smuggled. Examples of second-hand products that are mostly smuggled in to Nigeria includes tyres, cars electronics spare parts etc.

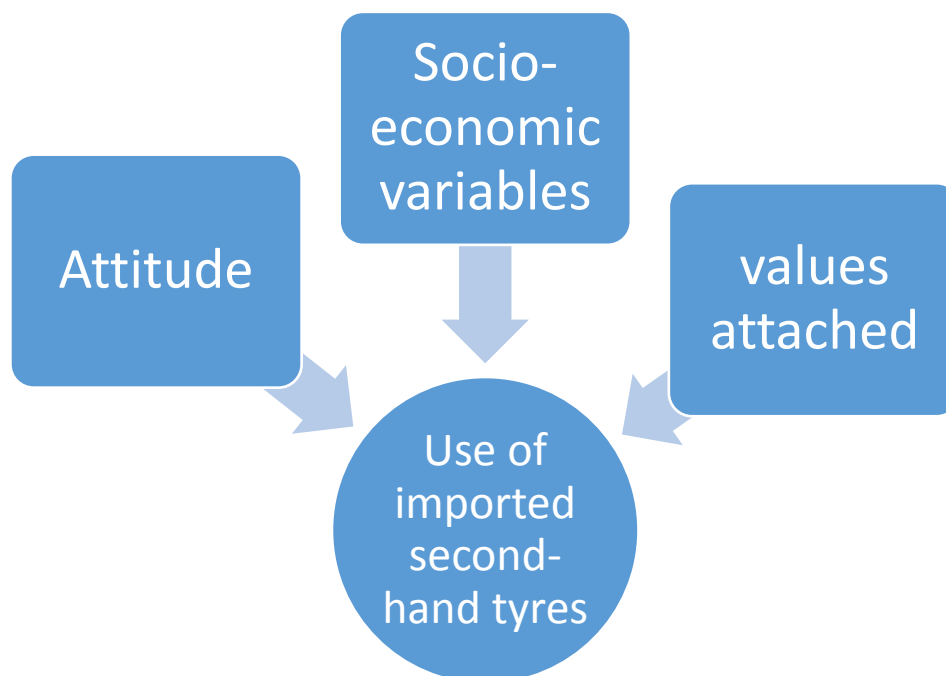
Among all second-hand goods imported to Nigeria, imported second hand tyres constitute the major high-risk commodity. The risk associated with these tyres is as a result of the reduced quality before importation to Nigeria. Therefore, such tyres maybe dangerous for re-use. The Federal Road Safety Commission Spotlighted in the year 2016 that tyre related problem was responsible for over 3,000 road accidents between 2011-2016 [3] of which poor tyres like imported second tyres might have contributed to the disheartening figure. Similarly, in the year 2018, National Bureau of Statistics disclosed that poor tyres accounted for 8.40% of road crashes. Most second-hand tyres imported to Nigeria might have passed their life span of use before they are imported and the quality of such tyres might have reduced for re-use. [9] made known that tyres lose about 20% of their quality within two years of use and lose about 50% of quality within three years of use. [9] disclosed that most second-hand tyres imported to Nigeria were rejected in their country of origin because they have passed through their life-span of use. Therefore, the re-use of such tyres in Nigeria might have may have negative a implication. The use of such tyres may result to accident which may have both social and economic consequences. Accidents that result from these tyres might result to physical deformity which may hinder individuals from performing their social and occupational roles and may even result in death which may become a psychological stressor for families of such victims.

## LITERATURE REVIEW

Studies conducted in Ghana and Namibia found that the use of imported second hand tyres also characterized these societies. The tyres were often imported from Japan, Australia and European countries [3,8] automobile owners who were users reported negative experiences with the use of such tyres but yet heavily subscribed to the use of these tyres due to its low cost while perceived durability among users of such tyres has also sustained its use overtime. Researchers in most developing countries where the use of these tyres are common, such as

Nigeria have directed less attention to study the factors that might have sustained the use of these tyres overtime in spite of stakeholders' effort to discourage its use. Porosity of Nigerian borders and lack of patriotism of security personnel in charge of Nigerian borders may have facilitated how these tyres find their way into the country despite the legislation that exist against its importation. One factor that may have triggered the desperation of smuggling such products into the country maybe high demand of these tyres. however, factors that influence this high demand needs to be critically studied. Thus, this study attempt to examine factors sustaining the use of second-hand tyre in Nigeria. Findings from this study is expected to improve stakeholders' policy response to the situation.

### CONCEPTUAL FRAME-WORK



The above diagram represents the variables measured in the study. Each of the variable was measured to ascertain whether any of them influence the use of imported second-hand tyres. The diagram also shows the direction of relationship between the causal variables and the outcome variable.

### Methods

A quantitative research method was adopted for this study. The study employed a multi-stage sampling technique. The study was carried out in Oyo town, Oyo state, Nigeria. Oyo town was clustered into 4 local government areas after which one local government was randomly selected. The local government was further clustered into communities and two communities were randomly selected. 140 questionnaires were purposively administered to automobile users with the use of accidental convenient sampling. The questionnaire comprised of 3 sections. The section A comprises of Socio-demographic and socio-economic information of the respondents



Section B comprises of questions on values attached to imported second-hand tyre, while the last section which is section C was liker scale which was designed to examine the attitude of respondents about the use of *imported second hand* tyres. The data collected from the field work through questionnaires were statistically analysed and were computed in univariate and bivariate tables to bring out the overall result in relative proportion showing the position of the respondents on issues. The relationship between variables were examined through the use of Chi-square of statistical package for social sciences to know whether there are statistical relationships between socio-economic variables and the use of imported second-hand tyres.

**Informed Consent:** The respondents were briefed about the study and its objective. They were also informed about the consequences of participating and their confidentiality was assured. After this, they were reserved the opportunity to decide if they would participate or not. Those who gave their consent, participated in the study.

## RESULTS

**Table 1: Univariate Analysis of Socio-Demographic Characteristics of Respondents**

Socio-demographic characteristics	Frequency (n=140)	Percentage
<b>Age</b>		
20-29	5	3.8
30-39	36	27.8
40 years+	91	68.4
<b>Sex</b>		
Male	84	60.0
Female	56	40.3
<b>Occupation</b>		
Artisans/self employed	27	19.7
Civil servant	95	69.3
Professionals	15	10.9
<b>Monthly income</b>		
Low	47	35.1
Average	28	20.9
High	59	44.0
<b>Religion</b>		
Christianity	95	67.9
Islam.	45	32.1
<b>Education</b>		
Primary	1	0.8
Secondary	8	6.0
Tertiary	38	28.6
Post graduate	84	63.2
No education	2	1.5



The modal age of the respondents was 40 while the mean age was 43. The distribution of respondents by socio-demographic and socio-economic status is presented in table 1. The table above shows that majority of the respondents were between the ages of 40+ as they constituted 68.4% of the respondents. Age bracket 30-39 constituted 27.8% while ages 20-29 constituted 3.8% of the respondent. Majority of the respondents were civil servant with a percentage of 69.3%. The table further revealed that 19.7% of the respondents were artisans/self-employed, while very few of the respondents were professionals (10.9%).

Distribution of respondents by monthly income revealed that those who received low income represented (35.1%) of the target population, more than one-third of the respondents received high monthly income while just very few received averagely (20.9%). The dominant religion of the respondents was Christianity as they accounted for (67.9%) of the target population. 32.1% of the target population were also Muslims. Majority of the respondents were highly educated as a sizable number of respondents (63.2%) have advanced their education to post-graduate level. Tertiary education holders also constituted 28.6% of the target population followed by secondary education holders (6.0%). 0.8% of the target population had primary education while just 2 out of the all respondents had no education.

**Table 2: Bivariate Analysis to Examine the Relationships Between Socio-Economic Variables and Use of Imported Second-Hand Tyres.**

Variables and Use of Imported Second-Hand Tyres				
Socio-economic characteristics	Imported second-hand tyre			
	Usage %(N)	Non-usage %(N)	Total %(N)	$\chi^2$ , p-value
Occupation				
Artisans/self employed	96.2 (26)	3.8 (1)	100 (27)	2.690, 0.261
Civil servant	89.4 (85)	10.5(10)	100 (95)	
Professionals	100 (14)	0 (0)	100 (14)	
Education				
No Education	100 (2)	0 (0)	100 (2)	0.543, 0.969
Primary	100 (1)	0 (0)	100 (1)	
Secondary	87.5 (7)	12.5(1))	100 (8)	
Tertiary	92.1 (35)	7.8 (3)	100 (38)	
Post-graduate	92.7 (77)	7.2 (6)	100 (83)	
Monthly income				
Low	89.3 (42)	10.6 (5)	100 (47)	0.547, 0.761
Average	92.5 (25)	7.4 (2)	100 (27)	
High	93.2 (55)	6.7 (4)	100 (59)	

We can infer from the above table that there is no significant statistical relationship between occupation and the usage of second-hand tyres. ( $X^2=2.690$ ;  $df= 2$ ;  $\alpha=0.261$   $p>0.05$ ). The table reveals further that 9 out of 10 respondents who were artisans were users of imported second hand tyres. Among automobile owners who were civil servants, 7 out of 10 were also users of these tyres.89. The table further revealed that all respondents whose occupation were professional in nature were all users of this tyre.

It is also evident from the table above that that there is no significant statistical relationship between education and usage of *imported second-hand tyres*. ( $X^2=0.543$ ;  $df= 4$ ;  $\alpha=0.969$



$p > 0.05$ ). Drivers within no education category constitute 100% of users with no single non-user. This also similar to primary education category where just a car owner who fell in to this category is also a user. Car owners with just secondary education qualification constituted 87.5% of users while 12.5% of them are non- users of imported second-hand tyres. Car owners within tertiary education category represented 92.1% of users of *imported second-hand tyres* 7.8% of them were non-users. In the category of car owners with post-graduate education, 92.7% were users of *imported second-hand tyres*, and just 7.6% constitute non-users.

Exploring the relationship between monthly income of and usage of imported second-hand tyres we discovered that there is no significant association between monthly income and the use of *second-hand tyres*. Since ( $X^2=0.547$ ;  $df=2$ ;  $\alpha=0.761$   $p > 0.05$ ). Among car owners/drivers who were categorized as low-income earners, 89.3% were users of imported second-hand tyres 10.6% were not. 9 out of 10 who were average income earners were users while a higher proportion, 92.5% of those classified as high-income earners were also users of imported second hand tyres.

**Table 3**

Values assigned to imported second-hand tyres	Frequency (n)	Percentage
<b>Durability</b>		
High	108	77.1
Not durable	32	22.9
<b>Risk</b>		
High	50	35.7
Low	88	62.9
No risk	2	1.4
<b>Superior Quality</b>		
Highly superior	108	77.1
Not superior	16	10.8

From the table, majority of the respondents assigned positive values to imported second hand tyres. 77.1% of the respondents perceived *imported* second-hand tyres as highly durable. in fact, this same percentage of respondents believed that these tyres are of superior quality. Some respondents also disclosed that such tyres maybe risky for re-use but they considered the risk minimal. Only very few identified that there is a high risk inherent in the re-use of such tyres.





### Bivariate Analysis Between Socio-Economic Factors and Attitude Towards the use of Imported Second-Hand Tyres

Socio-economic characteristics	Attitude towards the use of imported second-hand tyres		
	Negative %(N)	Positive %(N)	Total %(N)
<b>Occupation</b>			
Artisans/self employed	22.2 (6)	77.7 (21)	100 (27)
Civil servant	24.2 (23)	69.4 (66)	100 (95)
Professionals	23.0 (3)	76.9(10)	100 (13)
<b>Education</b>			
No Education	0 (0)	100 (2)	100 (2)
Primary	100 (1)	0 (0)	100 (1)
Secondary	12.5 (1)	87.5 (7)	100 (8)
Tertiary	24.2 (8)	75.7 (25)	100 (33)
Post-graduate	27.7 (23)	72.2 (60)	100 (83)
<b>Monthly income</b>			
Low	14.8 (7)	78.7 (37)	100 (47)
Average	26.9 (7)	73.0 (19)	100 (26)
High	30.3 (17)	69.6 (39)	100 (56)

The table above revealed that positive attitude towards the use of imported second-hand tyres is ubiquitous across various levels in the society. The table also shows that positive attitude towards the usage of these tyres did not just revolve among individuals in the lower strata of the society but even upwardly mobile individuals. Nevertheless, some automobile owners had negative attitude towards the use of such tyres but very minute compared to those that had positive attitude. In the category of artisans/self-employed, 77.7% had positive attitude towards the use of *imported second-hand tyres*, the attitude of 22.2% were negative about the use of imported second-hand tyres.

Among the civil servants, 69.4% of them had positive attitude towards the use of *imported second-hand tyres*, 24.2% had negative attitude about the use of imported second-hand tyres in the category of professionals, 76.9% had negative attitude towards the use of imported second-hand tyres 23.0% had negative attitude.

Examining attitude of automobile owners with no education about the use of imported second-hand tyres, 100% of car owners with no education had positive attitude about the use of imported second-hand tyres. in the primary education category, the only automobile that fell in to this category had negative attitude towards the use of imported second-hand tyres. in the category of automobile owners with secondary education, 87.5% of them had positive attitude towards the use of imported second-hand tyre tyres while 12.5% had negative attitude towards the use of imported second-hand tyre. 75.7% of those within tertiary education category also had positive attitude towards the use of *imported second-hand tyres* while 24.2% of them had positive attitude. 72.2% of car owners that has advanced their education to post-graduate level also had positive attitude towards the usage of imported second-hand tyre while 27.7% were negative.



Examining, the attitude of automobile owners with low income, 78.7% of them had positive attitude towards usage of imported second-hand tyres 14.8% had negative attitude. 73.0% with average monthly income had positive attitude towards the use while 26.9% had negative impression about such tyres. Among those who classified as high-income earners, 69.6% had positive attitude towards the use of imported second-hand tyre. while 30.3% of them had negative attitude.

## DISCUSSION

The use of imported second-hand tyres has become ubiquitous among Nigeria automobile users. These tyres have been identified to be responsible for a considerable number of accidents on Nigerian roads. Answers that have been provided to the curiosity of what could be influencing the use of these tyres overtime has revolved around socio-economic factors such as income, occupation and education. This is evident in the report of the study conducted in Namibia as majority of drivers reported low prices of such as tyres as the motivation for purchase of these tyres. [8] While this may be one of the factors, this study found no significant association between socio-economic variables like occupation, income, education and the use of imported second-hand tyres in Oyo town Nigeria. It was however found that factors such as attitude of automobile owners and perceived durability, ignorance of the severity of risk involved have sustained the use of such tyres in Oyo town overtime. To corroborate this, the study found that the use of these tyres was not just rampant among low- and average-income earners but even among privileged individuals in the society. This is contrary to the submission [6] who submitted that second-hand product purchase is associated economically disadvantaged individuals in the society. However, our findings support that of [13] who averred that second-hand goods consumption is an observed phenomenon among privileged and less privileged individuals in the society. In fact, we found that education was not a factor that hinder the use of such tyres. The use is observed across all educational levels from lowest to individuals with highest educational level.

## CONCLUSION

According to the result of this study, the motivation to patronize imported second-hand tyres is beyond just socio-economic factors. Attitudes and values attached to these tyres still remain positive among automobile users. This orientation among drivers needs urgent intervention to prevent more risk that these tyres may pose to Nigerians. Radical and aggressive sensitization of people is needed, the local tyre factories need to be revived to reduce cost of importation and security operatives in charge of the borders should discharge their duties with utmost patriotism and professionalism.





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