



DRIVER LICENSE COMPLIANCE AMONG COMMERCIAL MOTORCYCLISTS IN KWARA STATE, NIGERIA

G.T. AROSANYIN* & A. T. YAKUBU**

Department of Economics
University of Ilorin
PMB 1515, Ilorin, Nigeria

*tarosany@unilorin.edu.ng ;

**ytahmed@unilorin.edu.ng



1.0 BACKGROUND

- Roads are necessary but safe usage is required for optimum contribution to growth and development.
- Road crashes are the end results of unsafe behaviour on roads
- Rules exist to regulate operators and promote safe behaviour
- Operators are required to comply with these rules
- Violators are apprehended and punished to serve as deterrent



- Compliance levels differ
 - Country to country
 - On different safety issues
- In Nigeria, road crashes ranked first among the major causes of death (37.39%)
 - Ahead of Malaria, HIV/AIDS, etc.
- Between 1970 and 2008, road crashes in Nigeria led to
 - Over 7.6 million Years of Potential Life Lost (YPLL)
 - Valued at US\$8.9billion



- Motorcyclists are core actors in road crashes in Nigeria
 - Responsible for 25 % of vehicles involved in crashes
 - The figure could be higher

- Commercial motorcycle transport is called *Okada, going, express,* etc . in Nigeria

- The “sights and sounds” of conflicts between Okada and other road users led to three questions addressed in this paper :
 - Are commercial motorcyclists really licensed to ride or operate motorcycles?
 - What set of attributes explain the probability of license holding?
 - What are the other issues in driver licensing in Nigeria?



2.0 DRIVER LICENSING AND VIOLATIONS IN NIGERIA

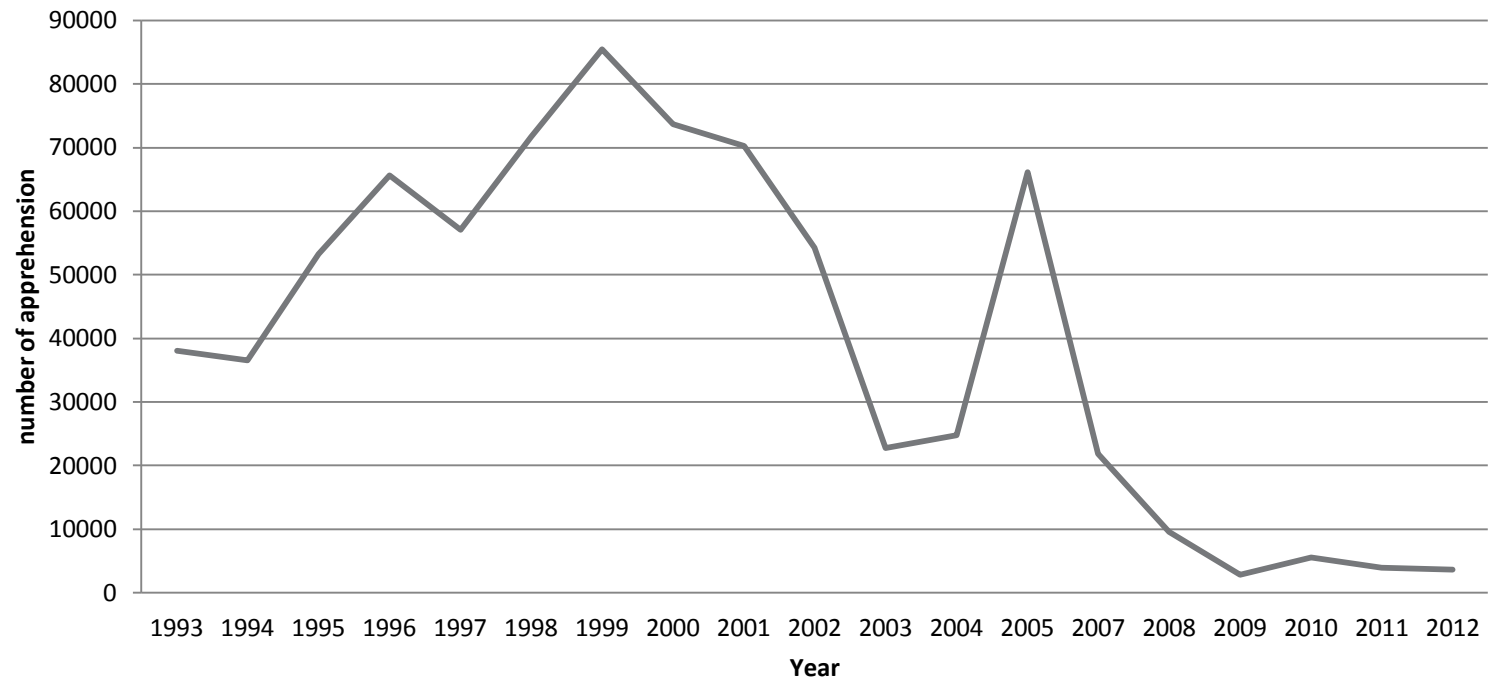
- Motorcyclists are required to hold “Class A” category of driver license
- Main procedure for driver license acquisition:
 - Take a learner’s permit ;
 - Get trained at an approved driving school;
 - Get tested by the Vehicle Inspection Office (VIO)
 - Get captured digitally at FRSC licensing office
- Minimum Cost Structure of driver license;
 - New N12,350(US\$ 82.33)
 - 69% of national minimum wage (NMW);
 - Renewal N 7,350 (US\$49)
 - 41% of NMW



- Driver license violation (DLV):
 - Official documentation started in 1993;
 - Fixed fine of N10,000 (US\$67);
 - Point penalty of 10;
 - 767,204 drivers were apprehended for DLV between 1993 and 2012
- The implementation of the point penalty is yet to start.
- Emphasis is on revenue as opposed to safety



Figure 1: National Driver License Violation





3.0 METHODOLOGY

Compliance model based on qualitative binary response;

$$\text{Log}\left(\frac{\pi}{1-\pi}\right) = \alpha + \beta_1 x_1 + \beta_2 x_2 + \dots, \dots, \dots + \beta_p x_p$$

$$P(Y = 1 | x_1, x_2, \dots, x_p) = \frac{e^{\alpha + \beta_1 x_1 + \beta_2 x_2 + \dots + \beta_p x_p}}{1 + e^{\alpha + \beta_1 x_1 + \beta_2 x_2 + \dots + \beta_p x_p}}$$

Y=driver license holding; compliance with driver license=1; 0, if otherwise

X1...p is a vector of regressors.



- The regressors in the models are: age, operation hours, experience, ownership, union membership, education, Highway Code awareness, operation mode, earnings, household size
- The models for the entire State, urban and rural were evaluated
- Sources of Data:
 - Primary data collected through structured questionnaire
 - Triangulated with:
 - Personal observation
 - Focus group discussions
 - Sample size = 10% of 11,972 registered motorcyclists
 - Out of the 1,197 questionnaire only 1,179 were valid
- The study covered all the sixteen (16) Local Councils of Kwara State, Nigeria



4.0 FINDINGS

- The Okada Unions are now 7 from the initial 65
- Uniform at N1000 (US\$6.67)
- Driving schools have no provision for motorcyclists
- Training on how to ride is either informal or through “trial and error”
- Enforcement of driver license by four agencies:
 - Nigeria Police;
 - Federal Road Safety Commission; (FRSC)
 - Vehicle Inspection Office (VIO);
 - Kwara State Traffic Management Agency (KWATMA)
- Predictable and uncoordinated enforcement patrol



- Features of Okada Operators
 - All male, above 18 years required by law (Mean age=32)
 - 62% full time; 38% part time
 - 67% married
 - Mean household size=4
 - Owner-operators constitute 89%
 - Rent for a motorcycle is N400 (US\$2.67) per day
 - Mean operating hours=9
 - 33 passengers per day
 - Gross earnings per day is N1,696.56 (US\$11.31)
 - 76% had years of schooling up to and above 9 years
 - Union Members (92%)
- Driver license compliance
 - 32% for the entire State
 - 64.71% for urban
 - 35.29% for rural



Significant variables at 5 %

State Model	Urban model	Rural model
Age (1.0328)		Age (1.1099)
Household size * (0.9204)		Household size* (0.7867)
Earnings (1.0007)	Earnings (1.0007)	Earnings (1.0008)
Highway Code (2.7673)	Highway Code (3.1841)	Highway Code (3.6421)
		Ownership (2.7610)

*Household size has negative coefficient

Note: Odds ratios are in parenthesis



- Odds of Okada riders who are a year older having a driver license was found to be 3.28 percent higher than younger riders (State model)
- Odds of cyclists with larger household size holding a driver license are 7.96 percent less than those with smaller households (State Model)
- Odds of cyclists with Highway Code awareness having a driver license are 176.7 per cent higher than those without awareness (State model).
- Ownership was found to be significant in the rural model. The odds of owner- operators having driver license was found to be 176 per cent higher than cyclists with rented motorcycles.
- Highway Code was found to be very vital in all the models.
 - Highway Code is the official road safety manual stating rules to follow and what constitute safe behaviour on roads.



- Other evidences suggest that:
 - Most drivers with license did not sit for theory and practical examinations before they were issued license
 - Supports findings from the approved driving school that they have no training programmes for motorcyclists.
 - Some Okada riders believe that joining the union is all they require to operate
 - Some collected driver license after saving money from okada business or after apprehension by law enforcement agencies.
 - Without test



Vehicle inspection office razed by protesters



Informal/illegal training field for drivers/learners in Ilorin



5.0 WHAT MUST WE DO?

- Reform the institutions:
 - Safety objective before revenue;
 - Equip the Vehicle Inspection Office (VIO);
 - Monitor the driving schools
- Coordinated enforcement:
 - Synergy is required between the various agencies;
 - Patrol should be unpredictable;
 - Implement the demerit point system (DPS)



- Pseudo-formalisation of Union activities:
 - Allow the unions to use driver license as part of condition for new members;
 - Re-train old members genuinely so that driver license will reflect true certification.
- Political will to sanitize the enforcement system.
 - Federal government
 - State government



THANK YOU FOR LISTENING

Q & A