DRIVER LICENSE COMPLIANCE AMONG COMMERCIAL MOTORCYCLISTS IN KWARA STATE, NIGERIA

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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;

\[
\log\left(\frac{\pi}{1-\pi}\right) = \alpha + \beta_1 x_1 + \beta_2 x_2 + \ldots + \beta_p x_p
\]

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

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
<table>
<thead>
<tr>
<th>Significant variables at 5 %</th>
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<tr>
<td><strong>State Model</strong></td>
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<tr>
<td>Age (1.0328)</td>
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<tr>
<td>Household size * (0.9204)</td>
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<tr>
<td>Earnings (1.0007)</td>
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<tr>
<td>Ownership (2.7610)</td>
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*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