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Gender Participation in the Management of Tricycle Transport for Youth Empowerment and Sustainable Development in Kano State, Nigeria

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Gender Participation in the Management of Tricycle Transport for Youth Empowerment and Sustainable Development in Kano State, Nigeria.

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Abstract

The research examined gender participation in the management of tricycle for youth empowerment and sustainable development in Kano state, Nigeria. Stratified random sampling technique was used to select samples of drivers(150), passengers (150) and owners/managers the female tricycle owners fell under this category and they numbered(65).All together a total of 365 samples were selected for the study. Data obtained from the primary data was analyzed using simple statistical techniques and chi square test to ascertain whether there was any significant differences in some of the variables tested. The results of the analysis revealed that the main difference was found in sex of passengers where 90% were women; gender of operators who were also found to be 100% males. Of the total 150 operators sampled 110 were found to be drivers and only 40 were owners. From the gender perspectives showed that 43% of the tricycle belonged to women and 57% to the men. The chi square analysis of the data on operator's daily delivery/ savings showed a significant difference in that of owners and operators since the chi square calculated of 3 was greater than the critical value of .46 at 0.05% significance level with 1 degree of freedom. The analysis of the income data done using the chi square test confirmed no significant difference in the income of owners, operators and the female managers since the calculated chi square of 4.7 was less the table value of 5.99 at .05%with 2 degree of freedom. It was found that owners, operators and female managers did derived some benefits from the operation of the tricycle where 37.5%, 27%and 23% of owners, drivers and managers said the tricycle operation was a blessing as it provided them a secured source of income. As a result of a secured source, 25%, 46% and 55% of the owners, drivers and managers were able to provide and assist in the provision of their family's basic needs. The ability of respondent's to provide their family's basic needs resulted in increased participation in decision making where 25%, 18% and 7% of owners, drivers and managers confirmed. Some of the constraints identified by operators of the transport were found to include high daily balance paid to managers/owners which two third 82 (75%) of them said was too high. The high daily delivery is found to be one of the factors for the high transport fares charged by the drivers of the tricycle which 105 (70%) of the passengers said was a constraint.

KEY WORDS: Tricycle, Gender, Youth Empowerment, Societal Reorientation.

Tricycle as a Mode of Public Transport

The introduction of tricycle as a mode of urban transport in metropolitan Kano recently is not a new phenomenon; however what is new is the operation of the tricycles along gender line in the management and use of tricycle.

Prior to its re-introduction under the present dispensation, a group of business men in Kano had imported the tricycles (Bajaj) from India in 1989 in an attempt to improve urban transport problems in Kano State at that point in time the operation and use was not defined on the basis of gender. Though few in number at that time and restricted to certain routes, it served to reduce to some extent the problems of transportation in the nodes it served while it lasted. The initiative failed after some two

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years due to lack of spare parts in the country as the spare parts had to be imported from India which was a costly venture on the parts of the owners. The Obasanjo regime in 1999 introduced its poverty eradication programme, among the aim of the programme was to address the issue of youth unemployment. In an attempt to achieve this aim, the government imported the Bajaj, popularly tagged Keke Napep for distribution to unemployed youths in each state of the federation. The state governments were to stand as *guarantors* and ensure that only youths were employed to operate the tricycle.

Also to compliment the federal governments initiative and in its own effort aimed at improving mobility problems, ensuring youth empowerment and societal reorientation, the Shekarau lead administration (2003-2011) introduced and endorsed the use of the tricycle in Kano State immediately he was sworn in as the governor under his societal re orientation program(*a daidaita*)The tricycle was to achieve societal reorientation (*A daidaita sahu*) in accordance with the *sunna* of the Prophet Muhammad (S.A.W) whereby only the female and children in the society were to have the privileged of using the tricycle This was in keeping with the Islamic cultural practice of secluding women from men. At the same time unemployed youths are to be to be empowered through job opportunities offered them in the transport company.

The project has the youths as its targets the first batch 500 of the tricycle was launched on 5th August 2005 the second batch of 1000 was launched n April 18th 2007 .Thus at the end of the year 2007 ,a total of 1500 government owned tricycles were in use on the urban roads. However as at the time of this writing (2011) approximately 92% of the governments' tricycle are of the road replaced by privately owned tricycles with the figures rising by the day.

The concept youth refers to the period of being young i.e. the period between childhood and

maturity. In Nigeria the youths refer to all young persons of ages 18 to 30years and who are citizens of Nigeria (FRN, 2001:9). Sometimes the concept youth may be define to include those in the ages of 40-45years. Youth in this paper refer to those from 18-45years. The need to empower the youths cannot be over emphasized for empowerment arises from the inability of an individual or a group of people to actualize their dreams and reach the greatest potentials due to artificial barriers created by individuals and other group within the same society. Empowerment is a manifestation o inequality segregation or marginalization in the allocation and use of resources which negates the principles of sustainable development.

Bhatta (2001) "empowerment involves challenging oppression which compels millions of people to play a part in their society on terms which are inequitable or in ways which deny them their human right. Bhatta further submitted that "to empower means power to, to give authority to, to enable a person or a group of persons gain power. He went on to say that "empowerment is the process whereby the powerless or less powerful members of the society gain greater access and control over material and knowledge, resources, challenges and ideologies of discrimination and subordination and transform the institution and structures through which unequal access and control over resources is sustained and perpetuated. However in this paper empowerment means accessing youths to infrastructures (transport) facilities aimed at their socio-economic empowerment, which is a step to the achievement and societal reorientation and sustainable development.

Sustainable development according to the Brundtland Commission of 1987 is development that meets the need of the present generation without compromising the ability of future generation to meet its own needs. A development that can withstand stress and bumps, a development that is ongoing is of great concern to development geographers. The study therefore examined and assesses gender participation in the management of

the tricycle for youth empowerment and sustainable development. To achieve this aim the following objectives were set: Inventory the total number of registered tricycle in operation in the study area, Identified the management of these tricycles inventoried, evaluate the roles of tricycle in achieving youth empowerment, outline some problems of management and recommend some measures on the way forward

MATERIALS AND METHODS

STUDY AREA

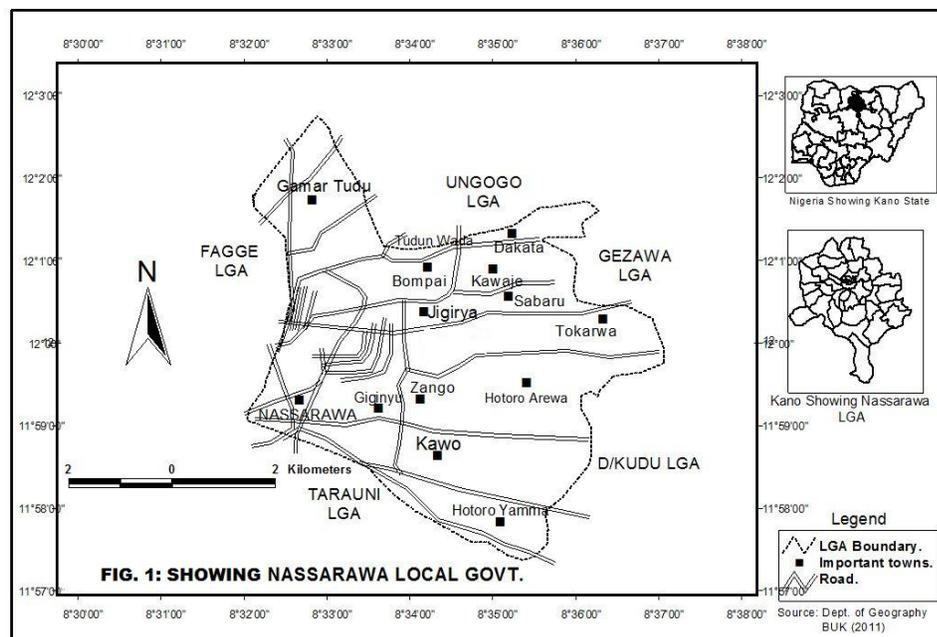
The study was carried out in Nassarawa local government area in Kano metropolitan. (figure) 1located between 12°20' North and 11°57' South and 8°31' North and 8°37' East latitudes. Kano is highly populated and according to the 2006 the second most populous state after Lagos and Nassarawa local government area is the most populous of all the local governments in metropolitan Kano. The population Nassarawa was given by the National population bureau as 323,740 males and 272,671 females. (2006, population census.)

The data for this study was gathered from both the primary and the secondary sources. The data from

the primary sources was obtained from the administration of questionnaire to the 300 samples of users and of the tricycles is randomly drawn from the various routes nodes in Nassarawa local government of Kano state. The samples were selected from a sampling frame of over 1,500 tricycles .

Operators/managers/owners from whom the samples was also selected. The method of selection was stratified and random technique to arrive at 150 operators/drivers who were further stratified into drivers and owners. In addition 65 female tricycle owners were also selected through the same process. In total 365 samples were used for the study.

Stratified random sampling technique was employed to select sample of users at the main nodal junction in the local government area, this way a total of 150 samples of users were selected for the study. The Questionnaire sought information on the personal data of respondents, other occupations, and ownership status, and daily delivery balance, economic and social benefits of operating the tricycle, income, and the preference for the use of tricycle, benefits and problems of the use of tricycle



Results and Discussion

The result of the socio-economic variables of the respondents was analyzed in tables below: under the daily balance ownership status of operators, the problems of the tricycle as a mode of urban transport. The collected data was analyzed using simple statistical techniques and the Chi square test.

Table 1 revealed the age structure of passengers, drivers/operators and female managers of tricycle. It was found that majority of the passengers 79 (52%) of the total 150 were aged 31-40years, a slightly higher proportion 90 (60%) of the operators/drivers fell within the same age range category over half of the female managers 40 (62%) of the total 365 respondents sampled were equally in that range. followed by those in the age range of 21-30 years who totaled 45(30%) ,30 (20%) and 10(15%) of passengers, operators and female managers of tricycle respectively.

The inference drawn from the table therefore is that majority of the passengers ,the operators and female managers of tricycles fell within the age range of 31-40 which for most part is considered the age range defined as youth and active years in terms human resource development and contribution to labor force participation which was one of the objective of the government's societal reorientation program *Adaidaita sahu* The predominance of youth in the operation and management of tricycle in the study aera therefore should be seen as conforming with the government's attainment of societal re orientation through provision of jobs to the teeming youth population of the state.

The government's societal reorientation program (which of course has been adopted by private owners of tricycle) of bringing to a minimal level male and female intermingling which if unchecked could result in social mischief such as drug addition, prostitution, rape etc in the society and these would not augur well for the development of the society .From table 2 it can be seen that 100% of the operators are males(Table 2 revealed that

approximately 90%(135 of the total 150 passengers sampled are females together the female passengers and (37%) and the female managers(18%) make Of the total passengers only 15(10%) were found to be males. And even this figure 10% was accounted for in case in illness or accidents and other unforeseen circumstances. This is in line with the government's societal reorientation program as earlier said in this write up. The inference drawn from this is that public transport operation in this part of the north is essentially male dominated activity a case of gender division of labour.

On the marital status table3 points to the fact that majority of the passengers, operators and female managers of tricycles are married, approximately 98(65%), 89(59.33%) a and 4(69%) respectively are married. Very few are 21%, approx.21.33% and 23% of the users, operators and female managers are single. Likewise few 7%, approx 13.33% and 5% of passengers, operators and female managers are widowed.

In the divorced category 7%, 6% and 3% of passengers, operators and female managers. The inference drawn from these figures is that the operators have dependants who depend on them for financial and moral support and hence, the need to earn income so that the operators as the heads of their various households can be able to perform their roles as roles of providing support for their family which will ensure that family is not deprived of some of the basic necessities of life that can lead youths into bad gangs such as those of armed robbers and other social vices such as drug addition which negates the objectives of societal reorientation and sustainable development.

In most developing countries of the world as a result of the poor economic condition associated with the global economic downturn it is not uncommon to find individual with multiple income generating activities which was why the researcher asked whether respondents (owners drivers and female managers) had any other job.

TABLE 1: AGE STRUCTURE OF USERS, DRIVERS AND MANAGERS

AGE	USERS		DRIVERS/OPERATORS		FEMALE /MANAGERS	
	F=150	%	F=150	%	F=65	%
21-30	45	30	30	20	10	15
31-40	79	52	90	60	40	62
41-50	16	11	20	13	10	15
>50	10	7	10	7	5	8
TOTAL	150	100	150	100	65	100

Source: Author's fieldwork, 2011

TABLE 2: GENDER OF PASSENGERS, OPERATORS./DRIVERS AND FRMALE MANAGERS

SEX	PASSENGERS		OPERATORS		MANAGER	
	F	%	F	%	F	%
MALE	15	10	150	100	85	57
FEMALE	135	90	-	-	65	43
TOTAL	150	100	150	100	150	100

Source: Author's fieldwork, 2011

TABLE 3: MARITAL STATUS OF PASSENGERS, OPERATORS/DRIVERS AND MANAGERS.

STATUS	PASSENGERS		DRIVERS/OPERATORS		FEMALE/MANAGERS	
	F=150	%	F=150	%	F=65	%
MARRIED	98	65	89	59.33	45	69
SINGLE	32	21	32	21.33	15	23
WIDOWED	10	7	20	13.33	3	5
DIVORCED	10	7	09	6	2	3
TOTAL	150	100	150	100	65	19

Source: Author's fieldwork, 2011

4. OTHER OCCUPATION OF OWNERS, OPERATORS AND FEMALE MANAGERS

STATUS	OWNERS		DRIVERS/OPERATORS		FEMALE	
	F=40	%	F=110	%	F=65	%
FARMING	9	22.5	65	59	5	8
TRADING	10	25	31	28	45	69
GOVT.EMPLO	6	15	05	4.5	10	15
CRAFTS	9	22.5	05	4.5	2	3
OTHERS	6	15	04	3.6	3	5
TOTAL	40	100	110	100	65	100

Other options engaged in by owners, drivers and female managers of the tricycle included farming 9(22.5%) and 65(59%) and 5 (8%) respectively. Very few owners 10(25%), a slightly higher 31(28%) and 45(69%) female managers respectively were traders. In the government employed Category were 6(15%), 5(4.5%) and 10(15%) of users, operators and female managers. Those involved in crafts which was essentially found to be in tailoring, embroidery and knitting where 9(22.5%), 5 (4.5%) and 2(3%) of owners, drivers and female managers. The inference drawn from the table is that majority of the tricycle managers had more than one job which is not an uncommon issue in most developing economy as that of the study environment.

Some of the reasons for advanced for this according to Layide (1976) has been attributed to low investment capital which results in low economic productivity leading to low savings and invariably low income. The need to generate more income therefore is one important reason where by more than one option is pursued by an individual in most developing countries including the study area. In view of this the need for the managers to diversify their income source cannot be over emphasized. However for the business to be sustained and for savings and to be increased in other words for the business to be profit oriented, owners, drivers and managers on daily basis had to give account of the daily activities in form of cash delivery. The cash delivery however varies with individual owners of tricycles.

Table 5 showed the daily cash delivery paid to owners by operators. 15(37.5%) of the owners save between 400-800 in a day and over half of the owners 25(62.5%) said they save between 400 -800 on a daily basis while, 100(91%) of the operators make a daily return of between 801-1200 and while only 10(9%) make a daily delivery of between 400-800 on a daily basis. This daily savings is only an attempt to save the investment capital so that the business can be sustained. This excludes daily income of the operator and money spent on minor repairs on the vehicle. The chi square test carried

out on the figures revealed that there was a significant difference in the daily returns of operators since the calculated chi square of 3 was greater than the tabulated chi square of .46 at 0.05% significance level with 1 degree of freedom. (Table 5b for the data observed and expected frequencies).

The daily savings demanded of the operators by the owners and the fact that operators had to earn an income out of the job they do and other factors all combine to determine transport fares charged by operators/managers which majority of the passengers 101(67%) said was too high when compared with other public transport. While the other 50(33%) said recklessness of the drivers another major problem. The recklessness of the drivers might not be unconnected with the age (table 1) and the high daily savings among other factors (table 5) expected from the drivers.

From table 6 it can be seen that very few of the owners 10(25%) compared with 65 (59%) of drivers said daily savings was the reason that high transport fares are charged. Location has been important consideration in any economic activity to this end the remoteness or otherwise of the origin and destination travelled are important determining factors of transport fares charged. Despite this, it was found that operators of the tricycle always charge excess fares when compared to other public transport such as small public buses and taxis. The rate of charges for varied distances covered is listed in table 7.

The implication of high daily balance coupled with heightened inflation and increasing the implication of high daily balance coupled with heightened inflation and increasing consumerisation had impacted negatively on the income generated from this occupation.

TABLE 5: DAILY CASH DELIVERY OF OWNERS AND OPERATORS.

AMOUNT	OWNER S		OPERATORS	
	F	%	F	%
400-800	15	37.5	100	91
801-1200	25	62.5	10	9
TOTAL	40	100	110	100

Source: Author's fieldwork, 2011

TABLE 5b: OBSERVED & EXPECTED FREQUENCIES(CHI SQUARE)

DAILYDELIVERY	OWNERS		OPERATORS	
	O	E	O	E
40A0-800	15	32.85	100	90
801-1200	25	10	10	27.5

Source: Fieldwork, 2011

O =Observed frequencies E = Expected frequencies

Ho: There is no significant difference in daily delivery of owners and operators in the study area.

Critical value at 0.05% = .46 and calculated value =3

As the calculated value (3) is greater than the critical value (.46) we reject null hypothesis that there is significant difference in daily delivery of the respondents.

TABLE 6: FACTORS DETERMINING TRANSPORT FARE

STATUS	OWNERS		DRIVERS	
	F=40	%	F=110	%
DAILY SAVINGS	10	25	65	59
LOCATION	10	25	31	28
TIME/CONVENIENCE	15	37.5	10	9
TRAFFIC CONGESTION	5	12.5	4	4
TOTAL	40	100	110	100

Source: Author's fie1ld work, 2011

TABLE 7: FARES CHARGED BY DISTANCE COVERED BY TRICYCLE OPERATORS/DRIVERS.

	OWNERS				A.5	%	TOTAL
	1-3	%	3-5	%			
OWNERS	23	57.5	15	37.5	2	5	40
DRIVERS	-	-	45	41	65	59	110

TABLE 8: INCOME OF DRIVERS/OPERATORS AND MANAGERS/OWNERS

INCOME	OWNERS		DRIVERS/OPERATORS		FEMALE MANAGERS	
	F=40	%	F=110	%	F=65	%
5000-10,000	10	25	80	73	5	7
10,001-20,000	12	30	20	18	40	62
>20,000	18	45	10	9	20	31
TOTAL	40	100	110	100	65	100

Source: Author's fieldwork, 2011

TABLE 8 B CHI SQUARE INCOME DATA

INCOME	OWNERS		DRIVERS		MANAGERS	
	O	E	O	E	O	E
5000-10,000	10	17.6	80	48.6	5	28.7
10,001-20,000	12	13	20	36.83	40	21.76
<u>ABOVE 20,000</u>	<u>18</u>	<u>8.5</u>	<u>10</u>	<u>24.5</u>	<u>20</u>	<u>14.5</u>

SOURCE: AUTHOR'S FIELD BWORK.2011

The figures on income in table 8 shows that 80(73%) of the operators earned between =N=5000- =N=10,000 as their income. On the other hand, 10(25%) of the owners earned income in that range and 5(7) female managers were found in that category. 20 (18%) .Of the total 110 operators,12(30%) of owners and 40(62%)of female managers earned between =N=10,001 and=N= 20,000 as their income, only .

On the other hand,18(45%),10(9%) and 20(31%) of owners, drivers and the female managers respectively earned over 20,000 in a month. In view of the present inflation rise an income of =N=20,000.00 cannot be considered adequate

enough for a strong economic base, especially for those with dependants .This could be an explanation for the involvement of managers in more than one livelihood option(table4).

Ho: There is no significant difference in income of owners, operators and female managers in the study area.

The chi square test carried out on the data on income concluded there was no significant difference in the income of owners and operators since the calculated value of 4.23 was less than the critical value of 5.99 at .05% with 2 degree of freedom. Despite this, owners, operators and female managers said they derived some benefits from the management of tricycle. The form of benefits derived is shown in table 8.

TABLE 9: BENEFITS DERIVED FROM THE OPERATION OF TRICYCLES

BENEFITS	OWNERS		DRIVERS/OPERATORS		FEMALE /MANAGERS	
	F=40	%	F=110	%	F=65	%
SECURED INCOME	15	37.5	30	27	15	23
PROVISION OF BASIC NEEDS	10	25	50	46	35	55
REMITTANCES TO OTHER FAMILY MEMBERS	05	12.5	10	9	10	15
DECISION	10	25	20	18	5	7
TOTAL	40	100	110	100	65	100

Source: Author's fieldwork, 2011

TABLE 10 ATTITUDE OF PASSENGERS TOWARDS THE USE OF TRICYCLE

ATTITUDE	F	%
MOST PREFERED	80	53
PREFERED	50	33.33
LEAST PREFERED	20	13.33
TOTAL	150	100

SOURCE: FIELDWORK, 2011

TABLE 11: REASONS FOR THE SUITABILITY OF TRICYCLE AS A MODE OF URBAN TRANSPORT BY PASSENGERS.

RESPONSE	F	%
CONVENIENCE	20	13
PRIVACY/CULTURAL	30	20
COMFORTABILITY	20	13
FLEXIBILITY	50	33
TOTAL	150	100

Source: Author's fieldwork, 2011.

On the benefits derived from the management of tricycle, almost all the respondents agreed that they derived economic benefits through a secured source of income which 15(37.5%), 30(27%) and another 15(23%) of owners, operators and female managers attested to. In addition, the provision of family basic needs which included food, (including soup condiments which female assist their spouses in providing) shelter, clothing and medication and payment of school fees which 10(25%),50(46%.) and 35(55%) of owners,

operators and female managers confirmed. Also respondents were able to remit allowances to some other members of their extended family which 5 (12.5%),10(9%) and another 10 (15%) of owners, operators and female managers confirmed .The ability to provide for their family's basic needs and remit allowances to relatives in turn improved the respondents' social standing in their household in particular and the community in general vis a vis increased involvement in decision making which 10 (25%) ,20 (18%) and 5

(7%) of owners, operators and female managers opined.

The chi square computed on data on benefits derived from the operation of tricycle to test whether there was any significant difference in the type of benefits derived by the three category of respondents showed that the benefits derived by the three groups did not vary significantly since the calculated chi square of 1.46 is less than the tabulated value of 12.59 .05% with 6 degree of freedom.

Table 10 shows that majority of passengers 80(53%) most prefer tricycle to other public transport, 50(33.33%) prefer the tricycle while 20(13.33%) least prefer tricycle transport to other public transport .Respondents were asked why the preference, the result is shown in table 11.

Summary and Conclusion

This paper has examined the role of gender in the management of the tricycle as a mode of urban transport in Kano state. It has been established that the government's programme of youth empowerment and societal reorientation was instrumental in the endorsement and public acceptance of the tricycle as a mode of urban transport in Kano State which was intended to reduce unemployment among the youths and re orient the society in accordance to the sunnah of the prophet (S.A.W) in other words economic and socio cultural factors have been the main considerations by the government, while the involvement of private participation in the management of the tricycle has been influenced largely by economic considerations and maximization of economic benefits on the parts of the private tricycle owners at the same time providing opportunities to the teeming youth population.

Conclusion

In conclusion, although the management of the tricycle by both the operator and owners had impacted positively on the managers vis a vis through a secured source of income, provision of family basic needs, remittances to other extended family members high level involvement in family decision making which are all steps towards the empowerment of the youths and societal reorientation which could in the long run pave the way for sustainable development. It was however observed that some of the problems besieging the sustainability of this occupation were found to be the high delivery balance demanded of operators, which was identified in addition to distance/location and time as well traffic congestion one of the reasons for high transport fare charged, and recklessness of the drivers.

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