

SPATIAL PATTERN AND CHARACTERISTICS OF COMMERCIAL MOTORCYCLE OPERATIONS IN KURA LOCAL GOVERNMENT AREA, KANO STATE, NIGERIA

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Abstract

This study examined the operational characteristics of commercial motorcycle operation and mapped out their spatial pattern of their parking stations in Kura Local Government, Kano State. The study employed descriptive survey research. Three wards out of ten in the local Government were selected as sampling area with a sample size of 245 and shared proportionately. Convenience sampling technique was applied to determine the respondents in each of the study site. Primary data was obtained via structured questionnaire. Descriptive statistical tools of data analysis and Arc GIS were used to analyze the data. The findings of the study shows that majority of commercial motorcycle operators spent 6-8 years in the operation and earned N4000-above, mostly engaged in hire purchase contract without driving license. There are twenty-five (25) parking stations of commercial motor cycle operators randomly distributed in the area. The study recommended that; there is need for the government at both federal, state and local government to provide more motor cycles to the teeming youths in order to continue supporting transport demands of the population in the area. There is also the need for the Commercial Motor Cycle Association in collaboration with the local government area council to provide more parking stations of commercial motor cycle operators in Kura Local government area.

Keywords: Characteristics, Commercial Motorcycle, Operation and Kura Local Government.

Introduction

Commercial motorcycle, motorcycle taxi, car bike or bike taxi, is a licensed or unlicensed form of commercial transport system that support movement of people, goods and services from one area to another. Transport services based on motorcycles (commercial motorcycle) exist officially or unofficially in many countries of the world and are called 'bodaboda' in parts of East Africa, 'okada, achaba, express as well as going' in parts of West Africa (Sterkey, 2016). In different parts

of Nigeria, the name *Achaba; Going; Okada; Express, Inaga*, among many others are terms used to describe motorcycle or bike used for commercial transportation. Commercial motorcycle as a means of transportation is designed to carry one passenger, who rides pillion behind the motorcycle operator. But in some developing countries they carries more than two passengers at a time that is, three to four or even five passengers, mostly in the rural areas of the region (Abdulsalam and Adio 2014). It is one of the cheapest modes of transport in Nigeria and by far the pronounced form of informal rural transport system where many motorcycles operate without insurance and tax payment (Sterkey, et al., 2008). This is because rural areas generally have less regulatory enforcement and fewer competing commercial motorcycle (Sterkey, 2016).

This idea of using motorcycle/bike to carry passengers/commuters in Nigerian communities came up in the 1980s as an economic downturn to support jobless youths to earn money by transporting passengers on narrow or poorly maintained roads to far away cities and villages (Odidi (2012). Since then, commercial motorcycling as one of the informal sector economic activities, became the most popular primary mode of transportation in Nigeria, except in some unsecured areas where they are restricted such as FCT, Abuja (Gambo, Ibrahim and Itari 2017).

In most rural areas of sub-Saharan Africa, transport services are still largely inadequate and unregulated, which has contributed to serious hardship in daily movement for most rural communities of developing countries (Ojuki and Kimeu, 2018). Lack of adequate transport accessibility can worsen the vulnerability of disadvantaged members of community including children, elderly, sick and people living with disabilities. This is because the increasing demand for the public transport is far outstripping its supply which resulted into shortage of public transport vehicles, lack of or irregular bus service, long waiting time in the Bus Stops and high public transport fare among others. This indicated that with commercial motorcycle the spatial location of the life enhancing activities in rural areas brought about the increasing need for people to travel to work, school, hospital, farm in order to satisfy their daily needs can be easily accessible. Fredrick (2015) opined that commercial motor cycle guaranteed access to basic community development services and other socio-economic engagements and reliable transport options that support community development and other developmental programs.

There have been many empirical studies conducted on the benefits of commercial motorcycles transport in different part of the world. For example Fredrick (2015) work on the role of commercial motorcycle in rural economy a case study Laikipia east sub-country, Kenya. Ojiki and Kimeu (2018) study on a review of motorcycle phenomenon on livelihoods in Eldoret and Kakamega municipalities of Kenya. Gafar et al. (2010) studied earnings from commercial motorcycles operation in Ibadan, Nigeria. Gambo, Ibrahim and Itari (2017) work on impact of commercial motorcycle transport in raising income in Jigawa state, Nigeria. Arosanyin (2017) studied employment and earning in the informal transport sector in Nigeria. None of the studies above has attempted to undertake a study in rural communities of Kura Local Government, Kano State. However, their studies are also limited in identifying the operational characteristics of commercial motorcycles, contribution of commercial motorcycles in promoting socio-economic development, mapping out the commercial motorcycle parking stations and challenges associated with commercial motorcycling in Kura local government.

Kura local government are of Kano State is one of the agrarian local government of Kano State where different cereal crops are cultivated coupled with moderately populated community. As such the area need adequate modes of transportation to carry passengers, goods and services from its remotest part to the main road and from the main road to the farm and vice versa. But due to fragile nature of the rural communities and poor socio-economic status of most of the

commuters, commercial motorcycle become the most popular and preferred means of transportation in Kura local government area.

This study is therefore intended to examine the spatial pattern and characteristics of motorcycles operation in Kura Local Government Area, Kano State, with a view to provide policy framework to government and other transport stakeholders for sustainable road transport system in rural areas.

Objectives of the Study

- i. To map out spatial pattern of commercial motorcycles parking stations in Kura Local Government
- ii. To examine the operational Characteristics of commercial motorcycle operation in Kura Local Government

Description of the Study Area

The study area is Kura local government, Kano state. It lies between Latitude: $11^{\circ} 42' 0'' \text{N}$ to $11^{\circ} 52' 0'' \text{N}$ and Longitude: $8^{\circ} 24' 0'' \text{E}$ to $8^{\circ} 36' 0'' \text{E}$. It is situated some 30 kilometers south of Kano city, along Kano- Zaria road, (Figure 1.1). Kura local government covers a total land area of about 206 km^2 . The present climate of the study area is tropical wet and dry type, coded as AW Koppen's climate classification even though some time climatic change is occurring in the past. (Yakudima et al. 2014). Kura local government has a population of about 143,094 according to 2006 National Population Census. For the purpose of this research, 2006 National Population Census data was projected up to the year 2025 based on population growth rate of Kano state at 3.3%, the approximate population of the local government could be 246,535. The dominant ethnic groups are Hausa and Fulani who are mostly Muslims and predominantly engaged in primary and secondary level economic activities respectively. The topography of the study area is generally flat. Some part of the area is characterized with marshy condition; especially the eastern part of the local government where Kano River flowing along Kura local and Dawakin Kudu local government boarder.

Most of rural areas of Kura local government are characterized by inadequate and poorly maintained road transport infrastructure. The condition of rural areas of Kura local government is more pathetic since they are highly deprived of infrastructural facilities, especially when compared to the urban areas. The mode of transportation nature of the study area is solely land transport type which include the following mode of transport: Animal and human portorage, road transport of different nature that consist the use of bicycle, motorcycles (commercial motorcycles), commuters but commercial motorcycles remained the dominant means of transportation for conveying passengers, good and services across the study areas. A part from the single major road that strike the study area, most part of the study site is not motor able, inadequate private vehicles and commercial taxi, commuters or trucks that can carry passengers or goods from the remotest part of the study area, irregular road network or unclear transport network to most part of the study area's hinterland (Ahmed et al. 2018).

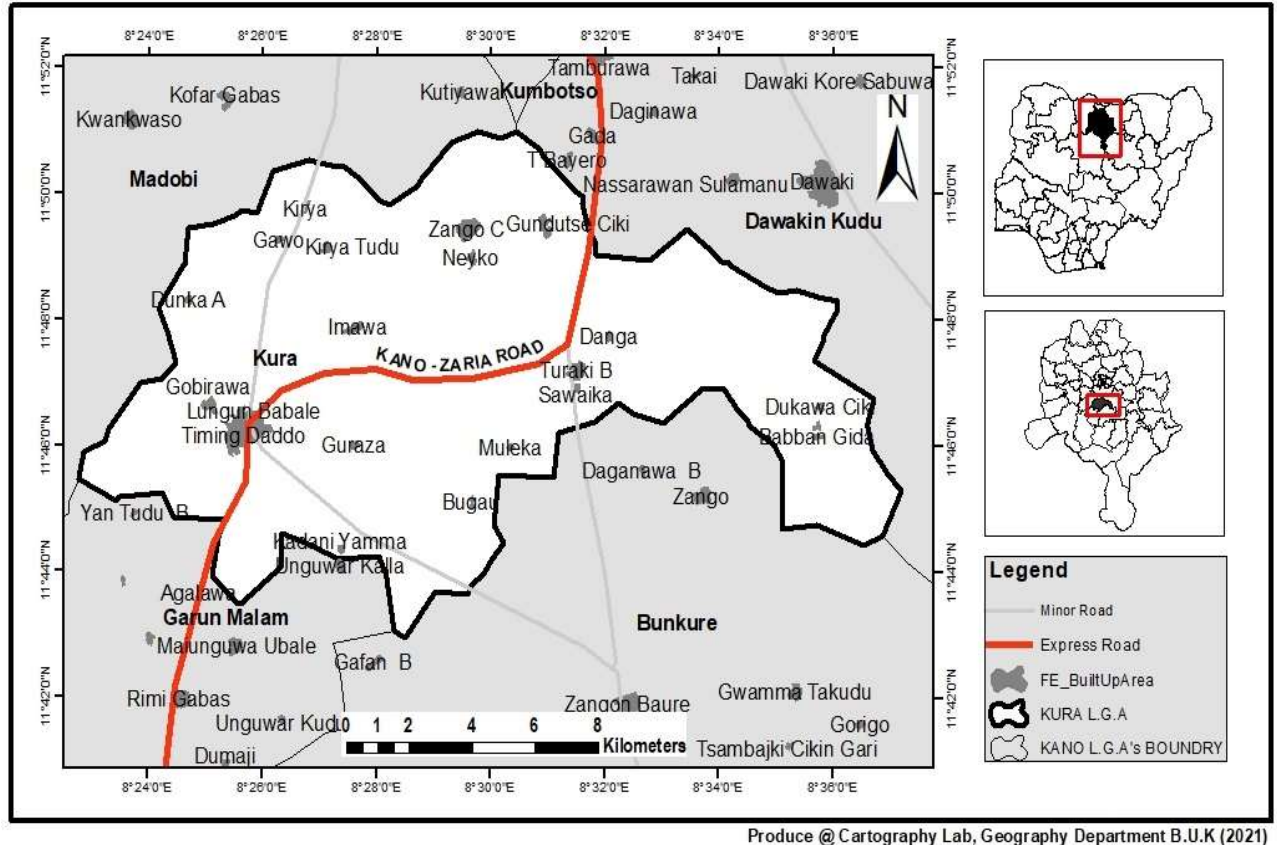


Figure 1: Kura Local Government Area, Kano State

Methodology

The study employed descriptive approach because it provides a systematic way of collecting data, analyzing information and reporting results. The research used structured questionnaire to obtained quantitative data and the sampling procedure was convenience sampling based on the availability and willingness of the respondents. The target population for the study is six hundred and eighty-eight (688) commercial motorcycle operators selected purposively based on the record obtained from the commercial motorcycles union offices across the sampled areas comprises of 315 in Dalili, 142 in Gundutse and 231 in Dukawa. Krejcie and Morgan Table of sample size of 1970 was used to derive two hundred and forty-five (245) sampled size and shared proportionately (Table 1).

Table 1: Population and Sampled Size

S/N	LOCALITIES	OPERATORS	SAMPLED SIZE	PERCENTAGE
1.	Dalili ward	315	112	46.0%
2.	Gundutse ward	142	51	21.0%
3.	Dukawa	231	82	33.0%
	Total	688	245	100%

Source: Motorcycles Union (2025)

Information on existing motorcycle parking spaces used to generate the coordinate of each destination and was related to their geographical locations. Lines were used to delineate road network and boundaries between the forty-four (44) local government areas. Microsoft word also served as medium for processing, editing and display of textual information of the data.

The overlaid layers were created in ArcGIS version 10.8 was also use for storing and managing the data. The feature classes created were motorcycle parking spaces using point features. Digitizing was done by tracing out features from the background map of Kano. The data obtained were related to their Geographical locations and their attributes was created showing motorcycle parking spaces.

Microsoft Excel was also used to record the data acquired from Global Position System (GPS) of the parking spaces in tabular form which have different preparation in order to make them compatible with the software utilized for the analysis for easy exporting to ArcGIS 10.8 version for analysis, integration and presentation of the map.

The analysis spatial pattern was carried out Moran I autocorrelation tool available in Arc Map 10.8 to ascertain the spatial distribution pattern of commercial motorcycle parking spaces in Kura Local Government Area. The Moran I analysis measures the extent to which a particular pattern is clustered (nucleated), random or regular (uniform). Random distribution occurs where there is no pattern at all and this case R_n equals 1.0. A pattern is said to be regular when value of R_n move closer toward 2.0 and 2.15 is considered perfectly uniform and the value means that each place is equidistant to one another. Clustering occurs when all the dots are very close together almost the same point where R_n equal to 0.

Descriptive statistical tools such as frequencies and percentages were used to analyze the data quantitative data using SPSS version 26.0 software.

Result and Discussion

Distributions of commercial motorcycles parking stations

In order to map out commercial motorcycle parking spaces, Twenty-five (25) parking stations were identified and recorded as shown in Table 2 and Figure 2.

Table 2: Commercial Motorcycles Parking Stations

S/N	Ward	Station	Latitude	Longitude
1	Dalili	Kwanar Azore	11.761	8.422
2	Dalili	Nitel	11.761	8.422
3	Dalili	Gidan Wanka	11.763	8.421
4	Dalili	Polaris Bank	11.766	8.421
5	Dalili	Kofar Yamma	11.751	8.421
6	Dalili	Munazzanat	11.773	8.420
7	Dalili	General Hospital	11.774	8.424
8	Dalili	Kofar Arewa	11.783	8.433
9	Dalili	White House	11.779	8.424
10	Dalili	White House II	11.779	8.424
11	Dukawa	Danga	11.801	8.597
12	Dukawa	Dukawa I	11.775	8.587
13	Dukawa	Dukawa II	11.771	8.590

14	Dukawa	Kwari	11.765	8.590
15	Dukawa	Cediya	11.756	8.601
16	Dukawa	Danga II	11.797	8.595
17	Dukawa	Gamadan	11.795	8.535
18	Gundutse	Abuja	11.825	8.515
19	Gundutse	Tudun Gaude	11.824	8.512
20	Gundutse	Yan Yalo	11.825	8.448
21	Gundutse	Yan Albasa I	11.814	8.531
22	Gundutse	Yan Albasa II	11.810	8.532
23	Gundutse	Yan Rake I	11.824	8.526
24	Gundutse	Yan Rake II	11.803	8.520
25	Gundutse	Kwanar Rano	11.791	8.521

Source: Fieldwork, 2025

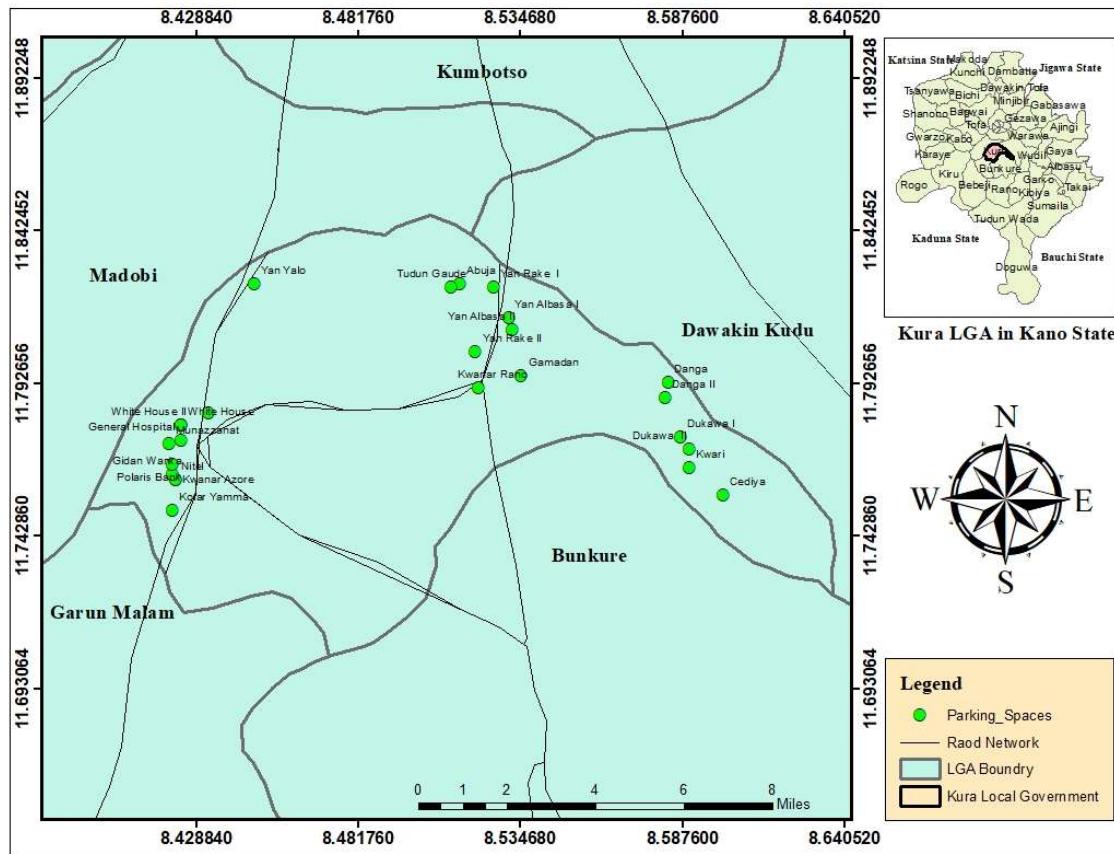


Figure 2: Map of Commercial Motorcycles Parking Stations

The spatial location of motorcycle parking spaces across all the three selected communities indicated that the areas are blessed with commercial motorcycle operators that facilitate the accessibility to every parts of the localities. Furthermore, in all the three localities, based on Table 2, Dalili ward has the highest parking spaces with 10 parking spaces followed by Gundutse with 8 parking spaces. On the analysis of Spatial Pattern of the distribution of parking spaces in the

selected localities, the result of the Moran I Analysis reveals that, the general pattern of the distribution of commercial motor cycle operation parking spaces, shows random distribution with p-value of 0.309530, Moran I index of 0.638272 and Z score value of 1.016209. Given the z-score of 1.01620928598, the pattern does not appear to be significantly different than random. The random pattern of the commercial motor cycle operations indicated that, the commercial motor cycle operations are found in all part of Kura Local Government Area. Furthermore, the random pattern from Figure 2 shows that the villages are accessible from all the road that cross the local government which enhances the movement of people, good and services. From Figure 2, the result of the study further reveals that Kura local government area can be access through commercial motorcycle from Kumbotso local government in the North, Dawakin Kudu in the East, Bunkure to the Southeast, Garun Malam to the Southwest and Madobi local government to the Northeast. This indicated that commercial motorcycle operation in Kura local government serve as a connector between Kura local government communities and the communities of Kumbotso, Dawakin Kudu, Bunkure, Garun Malam and Madobi Local government areas which are all agrarian communities that feed most of the urban Kano communities

Characteristics of commercial motorcycles operation in the study area

4.2.1 Years Spent in Operating Commercial Motorcycle

In terms of years spent operating Commercial Motorcycles in the study areas, the result from data analysis presented in Table 3 shows that majority of the operators (51.0%) spent between 6-8 years' operating commercial motorcycle in the areas and only 7.0% found to spend over 9 years in the commercial motorcycle operations.

Table 3: Years Spent in Operating Commercial Motorcycle

Location	0-2yrs (%)	3-5 yrs. (%)	6-8 yrs. (%)	9yrs + (%)	Total (%)
Dalili	28 (25.0)	13 (12.0)	65 (58.0)	6 (5.0)	112 (46.0)
Gundutse	18 (35.0)	8 (16.0)	20 (39.0)	5 (10.0)	51 (21.0)
Dukawa	18 (22.0)	18 (22.0)	39 (48.0)	7 (9.0)	82 (33.0)
Total	64 (26.0)	39 (16.0)	124 (51.0)	18 (7.0)	245 (100)

Source: Fieldwork (2025)

Although, there is variation on the years spent in operating motorcycles across the three wards. In Dalili ward 25.0% of the respondents spent 0-2 years' operating commercial motorcycles, 12.0% spent 3-5 years, 58.0% spent 6-8 years as well as 5.0% of the respondents spent above 9 years in the operation. Whereby Gundutse ward on the other hand, 35.0% of the respondents spent 0-2 years' operating commercial Motorcycles, 16.0% spent 3-5 years, 39.0% spent 6-8 years as well as 10.0% of the respondents spent above 9 years in the operation. However, the result in Dukawa ward as presented in Table 3, reveals that 22.0% of the respondents spent 0-2 years' operating commercial Motorcycles, another 22.0% spent 3-5 years, 48.0% spent 6-8 years as well as 9.0% of the respondents spent 9 and above Years in the operation. The result of the study indicated that majority of commercial motorcycle operators spent 6-8 years in the operation. This is in conformity of the findings of Gambo, Ibrahim and Itari (2017) in their study of the impact of commercial motorcycle transport in rising income generation in Jigawa State, where they reported that most years spent operating commercial motorcycle is above 7 years mainly due to unemployment. This shows commercial motorcycles operations by the rural dwellers provide them with source of livelihood and ease the movement of commuters to different parts of their localities.

Respondent's other Occupation

In today's economic system in Nigeria, depending on a single source of income to solve livelihood problems become difficult among the vast population in both rural and urban setting of the country. Based on the findings of the study as contained in Table 4, 69% of the commercial motorcycle operators in the study area engages in other livelihood options in order to complement their earning so as to live in a better condition.

Table 4: Respondent's other Occupation

Location	Yes (%)	No (%)	Total (%)
Dalili	85 (76.0)	27 (24.0)	112 (46.0)
Gundutse	36 (71.0)	15 (29.0)	51 (21.0)
Dukawa	49 (60.0)	33 (40.0)	82 (33.0)
Total	170 (69.0)	75 (31.0)	245 (100)

Source: Fieldwork (2025)

On the other hand, only 31% reported that they only depend on commercial motorcycle operations as their main source of income which they believed is enough for them to cater the needs and demands of their families. Based on the result presented in Table 4, it shows that in Dalili ward 76% of the operators engaged in other job besides commercial motorcycle operation and in Dukawa wards 60% of the respondents also confirmed that they have other source of income apart from motorcycle operation. Generally speaking the findings of the study indicated that majority of the commercial motorcycle operators did not depend only on Commercial Motorcycle operation. The finding of the study disagreed with the work of Solaja, Kalejaiye and Itsuokor (2013) in their study on the challenges facing commercial motorcycle occupation in Etsako West local government area, Edo state where they reported that majority of the respondents have intention to quit Okada business to engage in other jobs.

Out of the 170 of the total 245 commercial motorcycle operators that engages in other means of livelihood, 9 out of every 10 of the respondents engages in farming activities apart from commercial motorcycle operations. This indicated that 91% of the 170 commercial motor cycle operators in the selected wards in Kura local government areas do engage in farming activities both rain fed and irrigation system. The reason for commercial motorcycle operators' engagement in farming is due to locational advantage of the area along river Kano canals which motivate and provide them with farming opportunity as a means of other livelihood options that complement their commercial motorcycle operations (Figure 3).

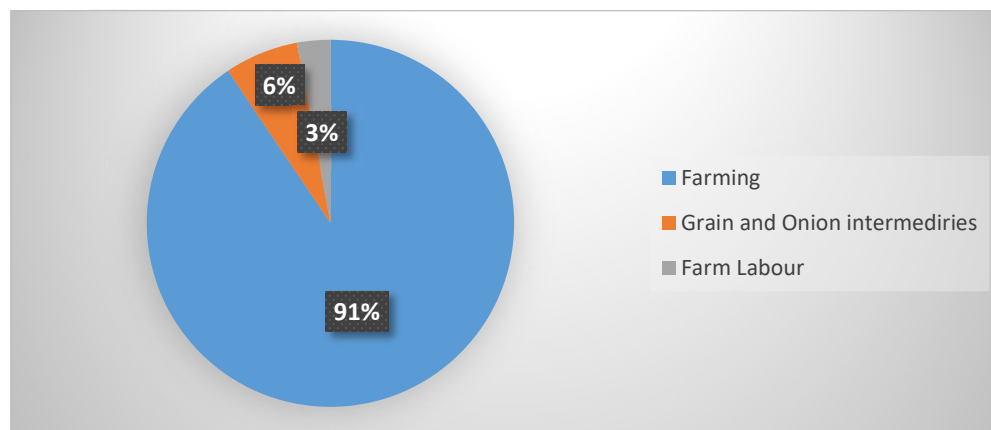


Figure 3: Livelihood Alternatives of Commercial Motorcycle Operators

Also, it is evidently seen from the Figure 2 that even the remaining 9% are still related to farming activities due to value chain of agricultural activities by providing different jobs opportunities to thousands of people in the local government area. The engagement of commercial motorcycle operators in different farming related activities showcase the advantage of the local government area in supporting different types of cereal crops, vegetables and fruits cultivation, such as; rice, maize, onion and watermelon among others.

Daily Income Earning of Commercial Motorcycle Operators

The data gathered from the field as presented in Table 5 shows differences of income received by the commercial motorcycle operators across the three wards.

Table 5: Daily Income Earning of Commercial Motorcycle Operators

Location	Below N 1,000 (%)	N 2,000 (%)	N 3, 000 (%)	N 4,000 + (%)	Total (%)
Dalili	30 (27.0)	9 (8.0)	12 (11.0)	61 (54.0)	112 (46.0)
Gundutse	13 (25.0)	3 (6.0)	5 (10.0)	30 (59.0)	51 (21.0)
Dukawa	12 (15.0)	4 (5.0)	43 (52.0)	23 (28.0)	82 (33.0)
Total (%)	55 (22.0)	16 (7.0)	60 (24.0)	114 (47.0)	245 (100)

Source: Fieldwork (2025)

In Dalili ward, 54.0% of the respondents are earning N4000 and above daily and only 27.0% earned below 1, 000 after settlement of their hire purchase and fueling. Also in Gundutse ward, 59.0% of the respondents are earning N4000 and above daily, while 25.0% are earning below-N1000 daily. At Dukawa ward the result from Table 5 established that 28.0% of the respondents are earning N4000 and above daily while only 15.0% are earning below-N1000 daily. Therefore, the result of this study indicated that majority of commercial motorcycle operators earned N4000-above from Commercial Motorcycle business after payment of their daily logistics. This findings differ with work of Gambo, Ibrahim and Itari (2017) in their study on the impact of commercial motorcycle transport in raising income generation in Jigawa State where commercial operators earned a minimum of N500 and a maximum of N2, 800 per day as at 2017.

Average Number of Trip per day by Commercial Motorcycle Operators

The number of trips per operator in a day is an indicator of the income the operators can realize on daily basis. This is influenced by the type of motorcycles and its condition (whether it is old or new). Based on the findings of the study as revealed in Table 6, it was found that in Dalili ward 16.0% of the respondents were making 1-5 trips per day, while 59.0% of the respondents made 18 and above trips in a day.

Table 6: Average number of trip per day by Commercial Motorcycle Operators

Location	1-5 (%)	6-11 (%)	12-17	18-above (%)	Total (%)
Dalili	18 (16.0)	15 (13.0)	13 (12.0)	66 (59.0)	112 (46.0)
Gundutse	15 (29.0)	7 (14.0)	9 (18.0)	20 (39.0)	51 (21.0)
Dukawa	14 (17.0)	10 (12.0)	10 (12.0)	48 (59.0)	82 (33.0)
Total (%)	47 (19.0)	32 (13.0)	32 (13.0)	134 (55.0)	245 (100)

Source: Fieldwork (2025)

In Gundutse, 29.0% of the respondents are making 1-5 trips per day while 39.0% of the respondents made 18 and above trips in a day. In Dukawa ward the data analysis shows that 17.0% of the respondents were making 1-5 trips per day, 12% made 12-17 trips as well as 59.0% of the respondents made 18 and above trips in a day. The result shows that majority of the respondents (Commercial motorcycle operators) are making 18-above trips on daily basis.

Job Satisfaction

Job satisfaction is a parameter used to measure whether someone is comfortable with his job or not. If the job satisfies the needs of the operator of the business, makes his life comfortable or otherwise. Based on the finding of the research as presented in Table 7, it was found that 82.0% of the respondents were satisfied with commercial motorcycle business while 18.0% were not satisfied with the job with the business, due to their financial constraints to hire or own land for farming and old age of their commercial motorcycles.

Table 7: Job Satisfaction

Location	Yes (%)	No (%)	Total (%)
Dalili	87 (78.0)	25 (22.0)	112 (46.0)
Gundutse	39 (76.0)	12 (24.0)	51 (21.0)
Dukawa	75 (91.0)	7 (9.0)	82 (33.0)
Total (%)	201 (82.0)	44 (18.0)	245 (100)

Source: Fieldwork (2025)

This showcase that commercial motorcycling as a business provide Job satisfaction due to its ability to sustain livelihood to the operators by earning at least 75,000-90,000 naira per month which is above 70,000 minimum wage declared by Nigerian government to salary workers. The finding of the study conform with that of Solaja, Kalejaiye and Itsuokor (2013) in his work on the challenges facing commercial motorcycle occupation in Etsako west local government area, Edo state, Nigeria who reported that there was job dissatisfaction with Okada business among the respondents.

Commercial Motorcycle Ownership status

Some of the commercial operators are owners of the machine they operate which help them to have more income than those on hire purchase or work and pay basis. The result of the study on commercial motorcycles owned by the operators, as reveals in Table 8 shows that 26.0% of the respondent are owners of the motorcycle they operate while 74.0% are not the owners of the motorcycle.

Table 8: Commercial Motorcycle Ownership Status

Location	Yes (%)	No (%)	Total (%)
Dalili	39 (35.0)	73 (65.0)	112 (46.0)
Gundutse	10 (20.0)	41 (80.0)	51 (21.0)
Dukawa	15 (18.0)	67 (82.0)	82 (33.0)
Total (%)	64 (26.0)	181 (74.0)	245 (100)

Source: Fieldwork (2025)

This indicated that majority of commercial motorcycle operators are operating other people's motorcycles. The result of this study is similar with the finding of Starkey (2016) in his research on the benefits and challenges of increasing motorcycle use for rural access, who reported that motorcycle taxis often represent an investment of urban capital in rural areas. In many countries, the owners of the motorcycles are business people or professionals based in towns. They buy the motorcycles and rent them to operators for a daily fee. This investment model can be attractive for the owner and the operator and stimulates the development of more rural transport.

Mode of Commercial Motorcycle Acquisition

On the mode of acquiring commercial motor cycles, findings from the operators revealed that 33.0% of the respondents bought the motorcycle by themselves, 45.0% acquire through hire purchase while 11.0% through family donations and politicians respectively (Figure 4). This indicated that majority of commercial motorcycle operators acquired their motorcycles through hire purchase which they are often able to pay off in a year at 4000 naira per day, so as to recycle the money in purchasing additional motorcycles to rent out.

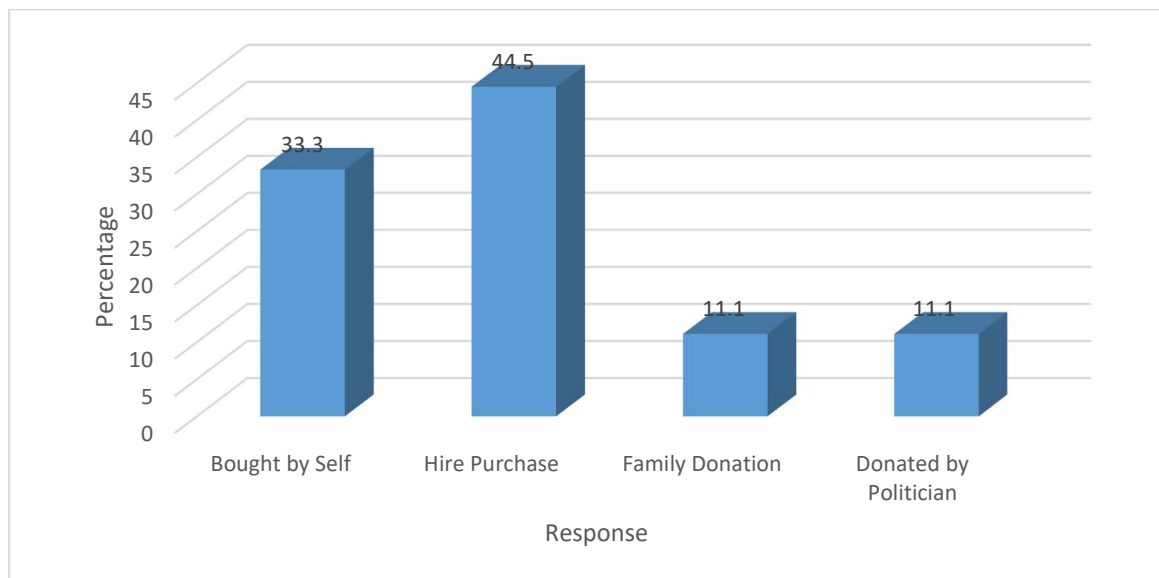


Figure 4: Mode of Commercial Motorcycle Acquisition

Source: Fieldwork (2025)

Similarly it can be deduced from 45% of hire purchase in the Figure 3 that commercial motorcycle operation provide income to wealthy individuals who engage in purchasing of motorcycles to commercial motorcycle operators on hire purchase basis in an attempt to diversify their economy.

Nature of Contract between Operators and Motorcycle Owners

Findings of the study on the Nature of contract between commercial motorcycle operators and owners in Table 9 shows that in Dalili 66.0% of commercial motorcycle operators are on hire purchased agreement (a system of financial agreement where buyer makes a down payment and pays the remaining balance plus interest in installments) with motorcycle owners, 10.0 % were on work and pay basis while 8.0% were on weekly basis and 16.0% were on monthly basis of arrangement with the motorcycle owners. However, the result from Gundutse ward reveals that 49.0% of commercial motorcycle operators are on hire purchased agreement with motorcycle owners while and 22.0% were on monthly arrangement with the motorcycle owners.

Table 9: Nature of contract between operators and motorcycle owners

Location	Hire Purchase (%)	Work and Pay (%)	Weekly pay (%)	Monthly pay (%)	Total (%)
Dalili	48 (66.0)	7 (10.0)	6 (8.0)	12 (16.0)	73 (40.0)
Gundutse	20 (49.0)	6 (15.0)	6 (15.0)	9 (22.0)	41 (23.0)
Dukawa	35 (52.0)	7 (10.0)	12 (18.0)	13 (20.0)	67 (37.0)
Total (%)	103 (57.0)	20 (11.0)	24 (13.0)	34 (19.0)	181 (100)

Source: Fieldwork (2025)

However, in Dukawa ward it can be deduced that 52.0% of the respondents engage on hire purchase contract basis while only 20.0% are on monthly basis. Furthermore, in all the three wards majority of commercial motorcycle operators are operating on other people's motorcycles base on hire purchase contract (57.0%). The findings of this study is similar with work of Gafar (2017) who reported that due to poverty and inability to acquire motorcycle on their own, most of the operators use rented motorcycles.

Duration of Contract between Commercial Motorcycle Operators and Motorcycle Owners

Table 10 shows that majority (73.0%) of the commercial motorcycle operators are taking one year to round up their contractual agreement with motorcycle owners. It also indicated that only 16% of the respondents take three years to complete their contractual agreement.

Table 10: Duration of Contract between Commercial Motorcycle Operators and Owners

Location	12 Months (%)	24 Months (%)	36 Months (%)	Total
Dalili	60 (82.0)	6 (8.0)	7 (10.0)	73 (40.0)
Gundutse	31 (76.0)	3 (7.0)	7 (17.0)	41 (23.0)
Dukawa	42 (63.0)	11 (16.0)	14 (21.0)	67 (37.0)
	133 (73.0)	20 (11.0)	28 (16.0)	181 (100)

Source: Fieldwork (2025)

The finding of this research is similar with that of Diaz, Guézéré, Plat and Pochet (2016) in their study on earning a living, but at what price? Being a motorcycle-taxi driver in a Sub-Saharan African city where he reported a large number of drivers yearn to own their motorcycle annually, which has encouraged the spread of so-called hire purchase. However, in all the three sampled locations 8 out of every 10 of the respondents in Dalili ward reveals that their contractual duration was on annual basis while in Gundutse and Dukawa wards it was only 7 and 6 respondents out of every 10 respectively. This indicated that Dalili ward motorcycle operators finished their contract of hire purchase every year so as to enable the owners purchase other motorcycles for the teeming youth waiting on the list.

Commercial Motorcycle Operators Registration Status

The data analysis on registration status of commercial motorcycle operators with their trade union/Association as presented in Figure 5 shows that majority (86.7%) of commercial motorcycle operators registered with Commercial Motorcycle Operators' trade Union/Association while 10% did not registered.

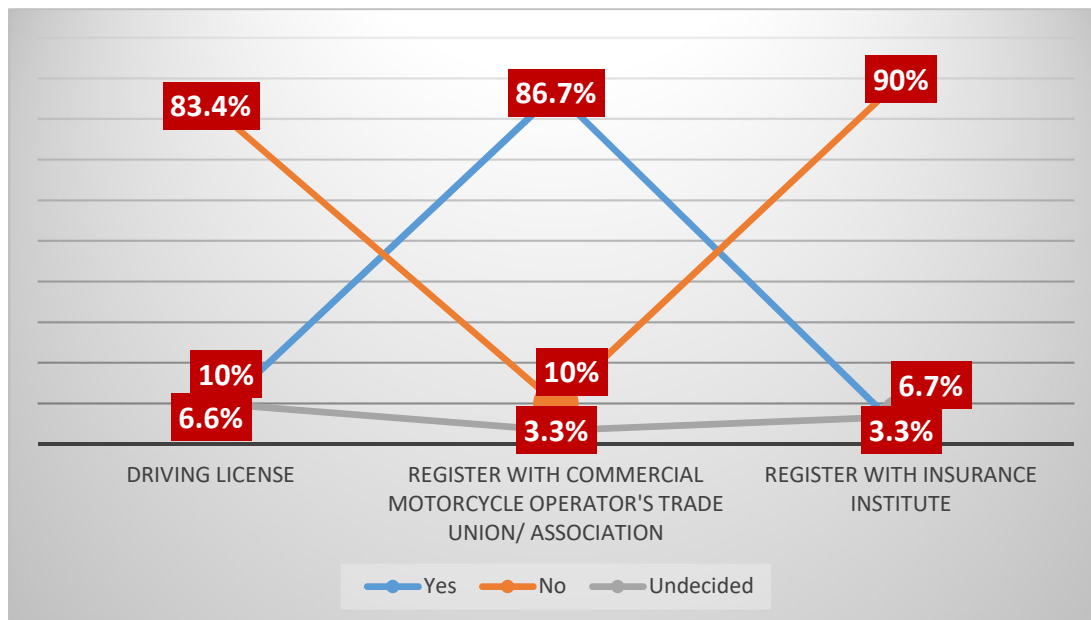


Figure 5: Commercial Motorcycle Operators' Registration Status

Source: Fieldwork (2025)

Commercial operators Association/ Trade Union are very essential in the development of commercial motorcycles business as this attracts many commercial motorcyclists to cooperate under the umbrella of their leadership. The result of this study is similar to the finding of Starkey (2016) in his research on the benefits and challenges of increasing motorcycle use for rural access who reported that as with other transport services, motorcycle taxi operators form themselves into associations designed to assist members in the event of problems. He further revealed that, sometimes motorcycle taxi operators in the area formed themselves as cartels in order to limit competition and restrict new operators.

Furthermore, Figure 4 also shows that majority (83.4%) of commercial motorcycle operators did not have driving license, it was also observed that only 6.6% registered with driving license institute. The result indicated that majority of commercial motorcycle operators in the study area did not have driving license, this is due to the remote nature of most part of the study area where driving rules and regulations agencies are not on board in most places of rural setting. Also, findings from Figure 4 shows that majority (90%) of the respondents did not register their motorcycles with insurance company against risk. This indicated that very few among commercial motorcycle operator registered with insurance, due to their ignorance about importance of the vehicle insurance. This finding agrees with the work of Starkey (2016) in his research on the benefits and challenges of increasing motorcycle use for rural access: who reported that most of the commercial motorcycle operators in the rural areas operate without insurance and do not pay vehicle taxes.

Conclusion

Based on the findings of the study, it was concluded that;

Kura local government area are accessible through the twenty-five (25) parking stations of commercial motor cycle operators that are randomly distributed in all the villages.

The study concluded that commercial motorcycle operators own their motorcycle through hire purchase and earned N4000-above apart from earning from farming.

Also, the study concludes that commercial motorcycle operators operate under their registered Union/Association and operates without driving license.

Recommendations

The study recommended that;

- i. The is need for the government at both Federal, state and local government to provide more motor cycles to the teeming youths in order to engage them on jobs opportunities with a view to continue supporting transport demands of the population in the area.
- ii. The is need for the government at both state, local government and commercial motor cycle operators Association to educate commercial motor cycle operators on the importance of driving license in their operations and provide them license at affordable price in order to continue supporting transportation system in the area.
- iii. There is need for the commercial motor cycle Association in collaboration with the local government area council to provide more parking stations of commercial motor cycle operators and solicit Federal/State government to provide more accessible road network in order to ease the movement of commercial motor cycles in all the villages in Kura local government area.

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