

Tricycle Operation and Socio-Economic Development within Uyo Metropolis

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Abstract

This study examined the contribution of commercial tricycles to the socio-economic development in Uyo, Akwa Ibom State, through revenue generation to the government, employment generation for the people and the movement of economic goods within the Uyo metropolis, Akwa Ibom State. Using the survey research technique, data for the study were drawn from primary and secondary sources through the cross-sectional survey of 400 respondents from 10,500 registered Keke riders in Uyo. The study employed the economic development framework as a theoretical framework to determine how transportation activities enhance socio-economic development. It was discovered among others, that tricycle operation has generated revenue from the payment of taxes and registration fees to the State Ministry of Transport; that it has generated a lot of direct (riders) and indirect (spare parts dealers and mechanic) employment opportunities to the citizens; and that tricycle operations have aided in the movement of people, goods and services, even to the rural areas. The study recommended that apart from the State Government ensuring that revenue generated from tricycle operations is channelled to the development needs of the state, it should also effectively monitor tricycle operations to avoid illegal registration and diversion of the funds by fraudulent revenue collection agents.

Keywords: Tricycle Operation, Revenue, Socio-Economic Development, Employment opportunities

Introduction

It has been universally accepted that the socio-economic development of many nations is based on the growth and development of its different sectors, of which transportation is a significant part. Interestingly, mobility is one of the cardinal features of socio-economic activity, having to do with the movement of people, goods and services from one location to another - a need shared by critical factors in the production, consumption and distribution spheres of the economy. Generally, in a modern economy, providing mobility in an industry that provides services to customers, employs people, pays wages and salaries, invests capital and generates income. At the macroeconomic level, transportation and its component element of mobility are connected to a level of output, employment and income within a national economy, while at the microeconomic level, it is linked to the producers, consumers and production costs. Transportation is the engine for the socio-economic development of any nation. It caters for the mobility needs of people in cities and towns for their various human activities, which leads to an increase in the standard of living (Umaru, 2013).

Tricycle remains an alternative means for those who cannot access a more convenient ride to their destination. More so, it also provides additional income and employment for those who do not have formal jobs. Tricycle transportation in Nigeria was introduced in some major cities in the country and had even become the alternative mode of transportation in some urban cities, where other modes of transportation like cars are inaccessible due to poor terrain or even a complete absence of motorable roads (Cervero, 2000). The other benefit of the commercial tricycle business not readily appreciated by most people is the fact that since the riders could take commuters from door to door, the process of walking from one's gate to the nearest bus stop was no longer undertaken and of course, leading to their convenience (Cervero, 2000; Chepchieng, 2012). In terms of affordability, in Uyo, for example, the

amount a passenger is charged is always moderate compared to other means of transportation (Iyer & Badami, 2007).

In most cases, the advantages of a tricycle include transport services, job creation, income generation and equity. It is considered to offer a faster, safer and more efficient mode of transportation. It is equitable in the sense that it can provide access to and cheap alternative mode of transportation for passengers. Also one of the distinguishing features of this mode of transportation is the level of flexibility of its operation, such that it can manoeuvre on stalled traffic as well as travel on unpaved/rough roads (Iyer & Badami, 2007). The flexible nature of its operation offers a wide range of opportunities; it is a source of additional income for government and private sector workers who may take to it after closing from their official working hours as a driver or as an investor. Meanwhile, it is an important source of empowerment for the reserve army of unemployed youth and a cushion for youth restiveness. That is why the development of the public transport system is known to improve the level of services in terms of comfort, safety, and frequency of service as well as providing a reasonable and affordable fare to the public (Cervero, 2000; Chepchieng, 2012).

Statement of the Problem

Uyo Local Government Area witnessed the ban of private and commercial motorcycle operation by the state government on the 9th of July, 2012 to ameliorate rising crime and reduce accident rates experienced in the area. Tricycles (known locally as keke Napep), were purchased by the state government and politicians and handed over to interested transporters at subsidized rates, as parts of their constituency briefing projects, to better the lives of the people who had been banned from commercial motorcycle operations. This provision of subsidized vehicles was meant to provide commercial alternatives to motorcyclists whose livelihood legitimately depended on the transportation business (AKSG online, 2010).

Transportation is an age-long activity. Its demand dates back to the history of man. However, it has been noted that the demand for efficient and effective means of transport has not been met with commensurate supply of the service. Particularly, the Akwa Ibom State government has not been able to provide its citizenry with an adequate, convenient and affordable mass transport system. Therefore, people have devised alternative means of transporting themselves and their goods, between their points of origin and destination. One such alternative means is the tricycle, which is an umbrella term for a commercial transport system whose maximum carrying capacity is between two to four passengers. Transport demand in different parts of the world is growing at a very rapid rate (Ipingbemi and Adebayo, 2016), and this is borne out of the necessity for people to meet social and economic as well as political, religious and tourism needs. The problems of poor transportation in urban centres, coupled with the relative inadequacy of mass transit systems have led to the development of paratransit as an alternative. Nwaogbe. (2012) viewed tricycles as "informal transport services", while maintaining that they play a significant role as gap fillers. Thus, there is a need to study their economic impacts on their operators as well as the quality of service they render to the commuters.

As the commercial tricycle business is, riders and operators are confronted with several challenges. Critics of the commercial tricycle business maintain that the expansion of the business has increased the number of road accidents in the country. This has led to the loss of lives and in many cases, permanent disabilities to victims. Another challenge confronting Commercial tricycle riders or operators is the high cost of setting up the business. A prospective businessman willing to go into the Commercial motorcycle/tricycle business would need between ₦1,600,000 and ₦1,700,000 (one million six hundred thousand to one million seven hundred thousand naira) to start the business (Gerba, 2016). This includes the cost of purchasing a tricycle (depending on the brand), the cost of registering or licensing it and registration with the riders or owners' association. Given the high cost of buying a tricycle, it is often difficult for newcomers to raise sufficient funds to start a commercial tricycle business.

Again, the use of tricycles has become dominating as a means of commercial transport service in Uyo City. For these, there have been many challenges facing the operators and commuters. These

challenges include, among others, high accident rates and traffic congestion, difficulty in financing and the purchase of tricycles, high operation costs and meeting up with revenue generation daily by riders, timelines, safety, the effects of the task force activities as well as the level of the experience of the operators. It was on this note that the objectives of the study were set, to: investigate how tricycle operation generates revenue for the government; examine how tricycle operations enhance employment generation within the Uyo metropolis; and examine how tricycle operations aid in the movement of economic goods.

The Hypothesis of the Study

H0: There is no significant relationship between tricycle operations and the generation of revenue for the government.

H1: There is a significant relationship between tricycle operation and the generation of revenue for the government

General Literature Development

Different scholars have given different definitions to the concept of development. A definition of the concept of development unavoidably depends on the values. As Chambers (2005) pointed out, if development means good change, what then is good and what sort of change matters? Traditionally, these good changes refer to increased living standards, better health care and well-being and other forms of common good which are seen to benefit society at large. To Anger (2010) development connotes moving from a stage of lack or absence of wealth to a stage of plenty and wealth. To Rodney (1976), development is the ability of a state to harness its natural resources or endowment for the well-being of the citizens. On the other hand, Sen (1989) views development as encompassing the economic, political, social, cultural and environmental dimensions; and that economic progress and the elimination of poverty are the objectives of development.

In the socio-economic context, development means the improvement of people's lifestyles through improved education, incomes, skills development and employment. It is the process of economic and social transformation based on cultural and environmental factors. To Todaro and Smith (2003), one of the ways of explaining economic development is to see it in terms of the capacity to reduce or eliminate poverty, inequality and unemployment within a growing economy. To Jhingan (2007) cited in Udoms & Atakpa (2017), development is termed as an indicator of basic needs, which includes health, education, food, water and housing. The place of social indicators is that they relate to ends which refer to human development, of which economic development is a means to those ends; social indicators tell how different countries prefer to allocate GNP among alternative uses.

Economic development also consists of improvements in various aspects of the life of the entire population of a country evidenced in a greater number of useful jobs for employable persons, better levels of education, more and better government services, better agricultural and industrial skills and techniques, higher production and lower personal and regional socio-economic inequalities than before (Kalu 2001 cited in Udoms & Atakpa, 2017).

Socio-economic development, therefore, is the process of social and economic development in a society. It is measured with indicators, such as gross domestic product (GDP), life expectancy, literacy, and levels of employment. For a better understanding of socio-economic development, we may understand the meaning of social and economic development separately. Social development is a process that results in the transformation of social institutions in a manner that improves the capacity of society to fulfil its aspirations. It implies a qualitative change in the way the society shapes itself and carries out its activities, such as through more progressive attitudes and behaviour by the population, the adoption of more effective processes, or more advanced technology (Udoms & Atakpa, 2017).

Again, there is a close relationship between environments, ways of living, and technology. Economic development is the development of the economic wealth of countries or regions for the well-

being of their inhabitants. Economic growth is often assumed to indicate the level of economic development. The term "economic growth" refers to the increase (or growth) of specific measures such as real national income, gross domestic product, or per capita income. The term economic development, on the other hand, implies much more. It is the process by which a nation improves the economic, political, and social well-being of its people (Kalu 2001 cited in Udoms & Atakpa, 2017).

The Socio-Economic Value of Tricycle

Tricycle operations have many benefits such as job creation for youths both direct (riders) and indirect (spare part dealers, and mechanics) and sources of income. Ismail (2018), in his study on tricycle operation as an alternative to urban transport in Lokoja, revealed that the monetary benefit accrued to KEKE NAPEP operators ranges from \$4.26-\$8.51 monthly. Their findings were supported by the study of Raji (2012) on the appraisal of Auto Rickshaw as poverty alleviation strategies in Lagos Metropolis, Nigeria.

Tricycles have helped in easing transport challenges in certain urban centres, as well as in reducing time and resource wastage. For instance, a study by Aikins and Akude (2015) revealed that tricycles have helped in reducing all incidents of agricultural losses to a significant level in societies. They also maintained that because tricycles are always available and affordable to low-income earners, their goods are easily transported to their homes on time with the aid of tricycles; thereby reducing losses resulting from thefts, bushfires, animal destruction and physical damages to the barest minimum.

Generally, tricycle operations contribute to socioeconomic development in the following ways:

- (a) *Easy money*: Many people: young and old, educated and unlettered join the business because of the ease with which money is made.
- (b) *Easy movement*: One of the features of living in urban centres is the endemic traffic gridlock where residents (daily) lose productive man-hours and business appointments. To aid fast movement and journey through potholes on city roads, many residents ride on it, not minding the drain it causes to their purses.
- (c) *Environmental factors*: Environmental factors have also contributed to the rising interest of Nigerians in the business. The underdeveloped, inflation-prone, poor economic situations in the rural communities of Akwa Ibom State have become less lucrative than they used to be. Therefore, many youths from rural areas migrate down Uyo Metropolis to engage in tricycle operations.
- (d) *Easy acquisition*: It is a bit easy to acquire a tricycle for commercial purposes for those who are determined and willing to take the risk. Usually, some dealers are ready to give out the Tricycles on hire purchase agreements to riders who either pay weekly or monthly, in installments. Checks revealed that most of those who get the tricycles on hire purchase arrangement usually pay back within 18 months.

Quite several politicians who embark on poverty alleviation programmes often give it out to supporters. Such gestures have helped many people to become riders (Ismail (2018).

Theoretical Framework

John Maynard Keynes Economically Conserved Theory

John Maynard Keynes's economically conserved theory states that every employment depends upon effective demand. Effective demand results in output, and output creates income. Income provides employment. Keynes regards employment as a function of income because of his assumption that all the four quantities above effective demand (ED), output (O), Income (Y), and employment (E) are equal to each other. $ED=O=Y=E$.

This theory has been adopted and narrowed to transportation because for any level of employment in the transportation sector depends upon the level of the demands in the transport service-tricycle operations. Thus, any rate of employment in transportation depends upon its effective demand as a need. This shows that employment depends on the demand of any variable. It is widely

acknowledged that transport has a crucial role to play in economic development. The provision of a high-quality transport system is a necessary precondition for the full participation of remote communities in the benefits of national development. Adequate, reliable and economical transport is essential, although not in itself self-sufficient, for the social and economic development of rural areas in developing countries. In general, interventions which reduce the transport burden by bringing basic services such as revenue generation, water supply and health clinics closer to the users, and affordable means of transport that are suitable to people and their daily work, are more likely to reduce their transport burden. To this, the relevance of this theory is linked to the demand and use of tricycles by commuters and payment made upon services which bring income to the riders.

The Theory of Economic Development

This paper also adopts the theory of economic development. This theory was proposed by Rodrigue and Notteboom (2017). According to the theory, development is related to the welfare of a society through appropriate social, political and economic conditions. The expected outcomes are quantitative and qualitative improvements in human capital (e.g. income and education levels) as well as physical capital such as infrastructures (utilities, transport, telecommunications). While in the previous decades, development policies and strategies tended to focus on physical capital, recent years have seen a better balance by including human capital issues (Lau 1996). Irrespective of the relative importance of physical versus human capital, development cannot occur without both, as infrastructures cannot remain effective without proper operations and maintenance, while socio-economic activities cannot take place without an infrastructure base (Rodrigue and Notteboom, 2017).

This is even more so in an economy where economic opportunities have been increasingly related to the mobility of people, goods and information (Lau, 2012). A relation between the quantity and quality of transport infrastructure and the level of economic development is apparent. High-density transport infrastructure and highly connected networks are commonly associated with socio-economic growth (Lau 2012). Rodrigue and Notteboom argued that when transport systems are efficient, they provide economic and social opportunities and benefits that result in positive multiplier effects such as better accessibility to markets, employment and additional investments.

When transport systems are deficient in terms of capacity or reliability, they can have an economic cost such as reduced or missed opportunities and lower quality of life. At the aggregate level, efficient transportation reduces costs in many socio-economic sectors, while inefficient transportation increases these costs. In addition, the impacts of transportation are not always intended and can have unforeseen or unintended consequences. For instance, congestion is often an unintended consequence of the provision of free or low-cost transport infrastructure to the users (Lau, 2012).

Transportation provides market accessibility by linking producers and consumers so that transactions can take place. A common fallacy in assessing the importance and impact of transportation on the economy is to focus only on transportation costs (Banister and Berechman, 2000). Transportation is an economic factor in the production of goods and services, implying that it is fundamental in their generation, even if it accounts for a small share of input costs. This implies that irrespective of the cost, an activity cannot take place without the transportation factor. Thus, relatively small changes in transport cost, capacity and performance can have substantial impacts on dependent economic activities and an efficient transport system with modern infrastructure favours many economic changes, most of them positive. Transport also contributes to economic development through job creation and its derived economic activities. Producers and consumers take economic decisions on products, markets, costs, location, and prices which are based on the availability, costs, capacity and reliability of transport services (Banister and Berechman, 2000).

Methodology

The study adopted the survey research design and descriptive analysis using the Taro Yamani formula to select a sample size of 400 respondents from the population of 10,500 as the number of registered

tricycle operators within the Uyo metropolis. The data used in this study were gathered from primary and secondary sources and collected from cross-sectional surveys of respondents consisting of Keke riders. Data were analyzed through simple percentages, while the chi-square statistical tool was used in analyzing and testing the hypotheses

Data Presentation and Interpretation

Table 1: Types of Revenue Generation to Akwa Ibom State Government

Year	Estimated Registered Keke (Annually)	Estimated Registration Fee (Plate Number) ₦	Ministry of Transport. (Renewal) ₦	Estimated Daily Ticket Payment ₦
2016	1,000	15,500	2000	70
2017	1000	15,500	2000	70
2018	1200	17,200	2000	70
2019	1,300	18,500	2,500	100
2020	700	19,500	2,500	100
2021	800	21,000	3,500	200
2022	700	24,000	3,500	300
2023	3,500	26,000	4,500	350

Source: Field Work/Akwa Ibom State Internal Revenue Service (AKSIRS) 2023

According to Table 1, it can be observed that in 2016, the total number of registered Keke was 1000, while the registration fee charged to them was ₦15,500, M.O.T registration was ₦2000 and daily ticketed sale of ₦7. In 2017 the number of registered riders increased to 2,000, with the same registration fee of ₦15,500 and M.O.T registration fee being ₦2,000. In 2018, 1,200 fresh tricycle riders were added to the number of registered riders in Uyo, with a registration fee of ₦17,200 each, having an M.O.T registration of ₦2,000. In 2019, the total number of freshly registered Keke was 1,300, having an increase to the registration fee to ₦18,500 and an M.O.T registration fee of ₦2,500. In 2020, the number of fresh registered Keke riders was 700, with ₦19,500 as registration fee and ₦2,500 as M.O.T fee. Again, in 2021 a new set of 800 registered Keke was added, with ₦21,000 being the registration fee and ₦3,500 being the M.O.T renewal fee. It was also noted from the data gathered that in 2022, the total number of freshly registered tricycles was 700, with an increase in the registration fee to ₦24,000 and M.O.T renewal increasing to ₦3,500. Finally, in 2023 (half of the year) a total number of 3,500 new riders were registered, with a registration fee of ₦26,000 and M.O.T renewal fee being ₦4,500.

Table 2: Government Estimated Revenue from Keke Registration (2016-2023)

Year	Estimated Figure from Registration		Estimated Annual Income to Government ₦
	Estimated No. of Keke	Registration fees ₦	
2016	1,000	15,500	15,500,000
2017	1000	15,500	15,500,000
2018	1200	17,200	20,640,000
2019	1300	18,500	24,050,000
2020	700	19,500	13,650,000
2021	800	21,000	16,800,000
2022	700	24,000	16,800,000
2023	3500	26,000	91,000,000

Source: Field Survey, 2023.

Table 3: Government Estimated Annual Income from Keke Renewal, Ministry of Transport (M.O.T)

Year	Estimated Figure of Keke Renewal (M.O.T) ₦		Estimated Annual Income to (AKSG) ₦
	Total Reg. Keke	Registration fee ₦	
2016	1000	2000	2,000,000
2017	1000	2000	4,000,000
2018	1200	2000	6,400,000
2019	1300	2,500	11,250,000
2020	700	2,500	13,000,000
2021	800	3,500	21,000,000
2022	700	3,500	23,450,000
2023	3500	4,500	45,900,000

Source: Field work and AKSIRS.

Table 4: Annual Estimated Income from Sales of Daily Ticket to Government

Year	No. of Keke Rider	Estimated amount for Daily ticket ₦	Daily Estimated Sales if ticket) ₦		Annual Estimated Income from Sales Of Ticket
			Ticket Fee	daily sales of ticket Days in a year	
2016	1000	70	70,000	264 Days	18,480,000
2017	2000	70	140,000	264 days	36,960,000
2018	3200	70	224,000	264 days	59,130,000
2019	4500	100	450,000	264 days	118,800,000
2020	5200	100	520,000	264 days	137,280,000
2021	6000	200	1,200,000	264 days	316,800,000
2022	6700	300	2,010,000	264 days	530,640,000
2023	10,200	10,200	3,575,000	264days	943,800,000

Source: Field Work/ Akwa Ibom State Internal Revenue Service (AKSIRS) (2023).

Table 5: Summary of Revenue Generation to the Akwa Ibom State Government through Tricycle Operation

Year	Plate no. Registration ₦	M.O.T Renewal ₦	Daily Ticket ₦	Estimated Total Revenue ₦
2016	15,500,000	2,000,000	18,480,000	35,980,000
2017	15,500,000	4,000,000	36,960,000	56,460,000
2018	20,640,000	6,400,000	59,130,000	86,170,000
2019	24,040,000	11,250,000	118,800,000	154,090,000
2020	13,650,000	13,000,000	137,280,000	163,930,000
2021	16,800,000	21,000,000	316,800,000	354,600,000
2022	16,800,000	23,450,000	530,640,000	570,890,000
2023	91,000,000	45,900,000	943,800,000	1,071,700,000

Source: Field Work/ Akwa Ibom State Internal Revenue Service (AKSIRS) (2023).

From the computations in Table 5, it can be noted that in the year 2016, about ₦35,980,000 was the estimated income generated by the Akwa Ibom State government through tricycle activities in the state, while in 2017, the state government made about ₦56,460,000. In 2018, a total estimate of ₦86,170,000 was generated for the government. In 2019, an estimated ₦154,090,000 was supposedly generated by the government. In 2020, an estimated ₦163,930,000 was revenue generated to the Akwa Ibom State government coffers. Also observed from the data was an estimated amount of ₦354,600,000 generated by the government in the year 2021. In the year 2022, tricycle operation generated an estimated amount

of about ₦570,890,000, to the Government. And finally, with the inflation rate in the economy, even in half of the year the tricycle operation activities still generate an estimated amount of about ₦1,071,700,000 to the Akwa Ibom State government.

Table 6: Estimated Analysis of how Tricycle Operation Generate Employment Opportunities within Uyo Metropolis.

Year	Fare Charges Per Drop	Daily Income to Riders	Monthly Income
2016	50	2,500	75,000
2017	50	2,500	75,000
2018	50	3000	90,000
2019	70	3000	90,000
2020	100	3500	105,000
2021	100	4000	120,000
2022	100	5000	150,000
2023	150	7000	210,000

Source: Field work 2023.

Table 7: Summary of how Tricycle Operations create Employment Opportunities within Uyo Metropolis (2016-2023)

Year	Estimated Daily Income	Estimated Monthly Income	Estimated Total Income (Annual)
2016	2,500	75,000	900,000
2017	2500	75,000	900,000
2018	3000	90,000	1,080,000
2019	3000	90,000	1,080,000
2020	3500	105,000	1,260,000
2021	4000	120,000	1,440,000
2022	5000	150,000	1,800,000
2023	7000	210,000	2,520,000

Source: Field Work/Akwa Ibom State Internal Revenue Service (AKSIRS) (2023).

From the computations in Table 7, it can be observed that in the year 2016, a tricycle operator could make up to N900,000, while in 2017, the same amount was also estimated, and in 2018, each tricycle operated must have made about N1,080,000. In 2019 the annual income from tricycle operations to a rider was estimated at N1,080,000, while N1,260,000 was the estimated annual income to a rider in the year 2020. In 2021, the annual income of a rider amounted to at least N1,440,000, while, in 2022, a rider could make up to N1,800,000. as an annual income and finally, in 2023 it is estimated that a rider could make up to N2,520,000. In conclusion, tricycle operations have contributed to and boasted the socio-economic development of Akwa Ibom State through the creation of employment opportunities, thereby leading to an increase in the standard of living. From these incomes, some riders feed their families, pay bills and rent, invest and re-invest, making profits through the business of tricycle operations.

Hypothesis I

To test the assumption, the following formula was used $\chi^2 = \left(\frac{F_0 > f_e}{f_e} \right)$

H0: There is no Significant Relationship between Tricycle Operation and the Generation of Revenue for the Government.

Table 8: Opinion on whether there is a significant relationship between tricycle operation and generation of revenue to the government

Response	Agree	Strongly Agree	Disagree	Total
Male	57	48	40	145
Female	28	55	17	100
Total	85	103	57	245

Obtaining the Expected Frequencies**Table 9:** Showing computation of chi-square (x^2) obtaining chi-square x^2 calculated value

Cell	Fo	Fe	Fo - fe	(Fo - Fe) ²	$\frac{(Fo - fe)^2}{fe}$
A	57	50.3	6.7	44.89	0.89
B	48	60.9	12.9	166.41	2.73
C	40	33.7	6.3	39.69	1.17
D	28	34.6	6.6	43.56	1.25
E	55	42.04	12.96	167.9	3.9
F	17	23.2	6.2	38.44	1.65
Total					$\Sigma x^2 = 11.59$

Chi-square (x^2) calculated value = 11.59

Degree of freedom D/f = (Number of rows - 1) (Number of columns - 1)

$$= (R - 3) (C - 2)$$

$$= (3 - 1) (2 - 1)$$

$$= 2 \times 1 = 2$$

The level of significance = 0.05

The critical table value = 5.991

The calculated x^2 value = 11.59

Discussion of Findings

Since the calculated value of 11.59 is greater than the table value of 5.991 at 0.05 level of significance and 2 degrees of freedom, the null hypothesis (H_0) is rejected while the alternate hypothesis (H_i) is accepted. This means that there is a significant relationship between tricycle operation and the generation of revenue for the government of Akwa Ibom State. This is in line with the computations in Table 5. It could be observed that in the year 2016, ₦35,980,000 was the estimated income generated by the state government through tricycle activities in the state, while in 2017, the state government made about ₦56,460,000. In 2018, a total estimate of ₦86,170,000 was generated for the government. In 2019, an estimated ₦154,090,000 was generated for the government, while in 2020, an estimated ₦163,930 was revenue standing to the benefit of the State government. An estimated ₦354,600,000 was generated in the year 2021 to the Government, while in the year 2022, tricycle operation generated an estimated amount of about ₦570,890,000 to the Government. Finally, even within the first half of the year, 2023, tricycle operation activities have so far generated an estimated amount of about ₦1,071,700,000 to the the coffers Akwa Ibom State government. This finding on revenue to the government through payment of taxes, and payment for tickets to the state government agrees with the postulation of Ajiboye (2017) that tricycle operations do generate significant income for governments.

Since the calculated value of 21.233 is greater than the table value of 5.991 at 0.05 level of significance and 2 degrees of freedom, the null hypothesis (H_0) is rejected while the alternate hypothesis (H_i) is accepted. This indicates a significant relationship between tricycle operation and employment generation in Uyo Metropolis. It shows that tricycle operation has contributed to employment generation in the state. Analysis from Table 8 indicates that in the years 2016 and 2017, a tricycle operator could make an average of ₦900,000, while in 2018, each tricycle operator could have made at least

₦1,080,000. In 2019, the estimated annual income of a tricycle rider was about ₦1,080,000, while ₦1,260,000 was the estimated annual income of a rider in the year 2020. In 2021 the annual income of a rider stood at about ₦1,440,000, while in 2022, a rider could make up to ₦1,800,000 in 2022. In the current year (2023), it is estimated that a rider could have made up to ₦2,520,000 so far. In conclusion, tricycle operations have contributed to and boasted the socio-economic development of Akwa Ibom State through the creation of employment opportunities, leading to an increase in the standard of living. This is in agreement with the position of Raji (2012) and Ismail (2018) that tricycle operations have many benefits such as job creation for youths, both direct (riders) and indirect (spare part dealers, and mechanics) and sources of income to citizens who would have remain unemployed.

Since the calculated value of 12.27 is greater than the table value of 5.991 at 0.05 levels of significance and 2 degrees of freedom, the Null Hypothesis (H₀) is rejected while the alternative hypothesis (H₁) is accepted. This indicates a significant relationship between tricycle operation and the movement of economic goods, this is in tandem with the position of Omoke (2019) that tricycle operation is useful in the movement of goods from one place to another, alongside the owners of the goods towards, making products available to even people at the rural level.

Conclusion

The purpose of this study was to determine the place of tricycle operation in the socio-economic development of the Uyo metropolis. From the analysis, it can be concluded that the tricycle operation has generated significant revenue for the government through tax, ticket and registration of commercial tricycles with the Ministry of Transport. Second, the tricycle operation has contributed to the generation of employment for the citizens of Uyo who would have remained unemployed. Such job opportunities are either direct (riders) or indirect (sales of spare parts and repairs). Finally, it can also be concluded that tricycle operation aids in the movement of goods from one place to another, leading to an increase in the standard of living of the people.

Recommendations

From the findings of this study, the following recommendations are made:

- i. The Akwa Ibom State Government and Uyo Local Government should put a monitoring team/unit to see to it that all tricycle operators are legally registered to avoid illegal registration and diversion of the funds to other channels;
- ii. Funds generated by the Government should be properly put to use, in the development of the Area;
- iii. The Akwa Ibom State Government and Uyo Local Government Council should put up empowerment programmes and policies to encourage tricycle operators when they get involved in accidents or suffer a breakdown of their vehicles. One such facility could be the reduction in the amount of registration and renewal for such categories of operators;
- iv. The Akwa Ibom State Government should mount safety programmes and campaigns, in conjunction with the Federal Road Safety Corps (FRSC) for the training and retraining of registered Keke riders, to enhance safety and convenience in the urban transportation system; and
- v. Security agents should also be posted to the tricycle parks, while biometric registration of operators should be emphasized, as a strategy to checkmate criminal activities.

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