

Rural Dweller's Perception of Impacts of Motorcycle(Okada) Services in Community Development in Ogbomoso Agricultural Zone of Oyo State, Nigeria.

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Abstract

Rural dwellers' are of opinion that impact of Okada services was a gradual development of the rural economy leading to poverty alleviation and food security. This study identifies factors affecting Okada services, impact of Okada services and constraints hindering Okada services in Community development. From the perception of the rural dwellers' A 5-point likert -type scale containing pretested statements was used to measure the impacts, while constraints was measure by the use of A-3 point likert-type scale in three randomly chosen communities from 3 purposively selected Local Government Areas of Ogbomoso Agricultural Zone in Oyo State. The study found that majority of the rural dwellers are strongly agreed and agreed on the economy impacts, agricultural impacts, cultural impacts, societal impacts, health impacts and environmental impacts derived from okada services in rural community development. It thus demonstrated that the perception of rural dwellers' on the constraints hindered okada services in community development were major constraints. The study also shows that rural dwellers' socio-economic characteristics (age, sex, marital status, household size) influenced their perception of impacts of okada services in rural community development while, age, number of years in school, marital status, length of residence and household size Influenced their perception of constraints hindered okada services in community development. Therefore any measures seeking to influence the process of okada services should meet the rural dwellers perception of impacts of okada service in community development, government needs to take serious look at the deeper economic implications of the okada services with a view to ensuring that youth were discourage from okada services by enable them to benefit reliable employment opportunity for sustainability of future economy in all sectors.

Key words: Rural dwellers', Perception, Okada services, Community, Development.

1. Introduction

Transportation is central to development of a nation (Okonkwo, et al, 2010, Odufuma 2006). Transportation is important for the development of any society, or nation, it facilitates the movement of people, allows the optimum utilization of both human and materials resources and provides access to inaccessible areas (Oladipo, 2012). Currently motorcycle popularly referred to as "Okada" has become generally accepted as means of commercial transportation, also as possibly the best form of flexible public transportation system in Nigeria. (Ebonugwo, 2009). People in Ogbomoso Agricultural Zone of Oyo State were not an exception among the citizen that now preferred okada as means of transportation. The rise in the use of okada for public transportation in Nigeria pointing out that the decrease in the supply of new vehicles of all types since the 1970s contributed to the emergence of motorcycles "Okada" for commercial transportation (Oyesiku, 2002) cited in (Oladipo, 2012). In Nigeria, the use of motorcycles by private individuals had existed for a long time. Although many used it for private purposes, few made use of it to transport farm produce, hawk/distribute their goods (Oladipo, 2012). The commercial use of motorcycles "Okada began in calabar, the capital of cross River State, in Nigeria in 1970s. The name Okada is borrowed from the then popular Airline in Nigeria, the Okada Air. This was a local airline that was not popular for its comfort but remained the most used local airline in the country. In an ironic metaphor the first group of motorcycle rider was then given this name "Okada" because of the comic irony of this name being used for an okada rider and for the popularity of the airline, the name (okada) for the commercial motorcycle was never to be forgotten and eventually became popular as it is now. (Cohen and Dannhaeuser, 2002).

In the year 1980 the use of motorcycles for public transportation had spread to other parts of Nigeria. Evidence shows that okada were first introduced for public transport in the northern part of Nigeria in Yola in 1981 (Ogunsanya and Galtima, 1993, Oladipo, 2012). Those okada riders that leave the rural areas to ply their services in the urban areas and city centers' are lost to agriculture completely (okonkwo, et al 2010). Therefore for agriculture that depend almost entirely on hand tools, the wide spread embrace of the okada services by able body youths, as a means of livelihood is said to pose serious labour supply problems on the farms (Okam, 2006, Nwosu, 2007, Okonkwo et al 2010). There are combinations of factors that can be identified as responsible for

the use of okada as means of transportation in the rural areas also is intra-city in urban and city centers' in Nigeria. The factors include high rate of unemployment as a result of severe austerity measures and Structural Adjusted Policy (SAP) introduced by government in 1979-1986, that resulted to mass retrenchment of government workers in both federal and state levels. (Olagunju, 2001). Oladipo 2012). Those that were retrenched desperately sought for other means of livelihood and many employing themselves in Okada services. Also the government policy affected the economy to the extent that led to high inflation, which affected the cost of imported goods including automobiles, even, local goods and industries were also, affected. This made it difficult for transporters to replace their aging vehicles with new ones. Other possible factors are shortage of public transport services, problem of mobility encountered by increase in population, increase in number of vehicles on the roads that cause traffic jams and bad nature of roads. More so the fares charges by the okada rider range from ₦20 for short distance to about ₦150 or more for long distance. It could be higher, but it is relatively cheaper and faster in economy and community development in both rural, urban and cities (Oladipo 2012).

Community development is conscious and deliberate effort aimed at helping communities to recognize their needs and to assume increasing responsibilities for solving their problems thereby increasing their capacities to participate fully in the life of the nation (Ekong, 2003). In the same vein Apantaku and Lawal-Adewale, (2011) conceptualize community development as conscious and deliberate utilization of the natural resources and application of technologies in the social and economic activities of man for overall transformation of the socio-economic well-being of members of a social system. Although rural community develop through easy movement of inhabitant (people) by okada from their community to urban area and city centers' (Cleveland, 2000) to buy any goods they need, instead of wasting more time at the motor park is now lucrative. Also rural areas is now lively with the invention of okada services, people in the rural area were now easily aware of latest fashion on time, because many of their member are riding okada, in urban area and city they go every morning and come back to sleep in their respective rural community (Cleveland, 2000). Furthermore ,standard of living of okada rider and their family has improved they are using generator to watch films and listen to radio and television drill water well for portable water, quality three square meals per day is now certain with assurance of having personal house in their community (Okonkwo, et al 2010). Mean while many of them are now part -time farmers', even some have abandoned farming activities, because of the prompt daily income realized from okada services, the average income realized by okada rider per day is ₦1,500 (one thousand five hundred naira) (Cleveland,2000,Okonkwo,2010) after fuelling and settled other expenses. For example a young man of 32 years old abandoned his job of bricklayer to that of motorcycle rider at Ngaoundere rural community in Cameroon (Cleveland 2000). This rapidly attracted other youths who adopted this new economic activities in Cameroon which is the same in Ogbomoso Agricultural Zone of Oyo State, Nigeria. Therefore, the study examines rural dwellers perception of the impact of motorcycle "Okada" services in community development in Ogbomoso Agricultural Zone of Oyo State, Nigeria.

1.1 Specifically this study

describe socio-economic characteristics of the rural dwellers'

examine the various factors affecting motorcycle 'Okada' commercial services from the perception of rural dwellers.

Identifies the effects of motorcycle 'Okada' services in community development from perception of the rural dwellers.

Identifies the problems of motorcycle "Okada" services from perception of the rural dwellers.

1.2 The study also tested two null hypotheses that:

HO₁: There is no significant relationship between selected socio-economic characteristic of rural dwellers' and their perception of impacts of motorcycle "Okada" in rural community development.

HO₂: There is no significant relationship between selected socio-economic characteristics of rural dwellers' and their perception of constraints hindered impacts of motorcycle okada services in community development.

2. Materials and Methods

The study was conducted in Ogbomoso Agricultural Zone of Oyo State, Nigeria. Study area made up of 5 Local Government Areas (LGAs) comprising, Ogbomso North(LGA), Ogbomoso South (LGA) Oriire (LGA) Sure-lere (LGA) and Ogo-Oluwa (L G A). 3 Local Government Areas were involved in the study namely. Oriire, LGA, Suru-lere, LGA and Ogo-oluwa, LGA .These Local Government Areas were purposively chosen due to their rural area location. The target population for the study comprised rural dwellers in the study area. A multistage sampling method was used to select rural dwellers involved in the study. Random sampling was used to select three communities in each selected Local Government Areas for the study. The selected communities are Alaropo, Ajelanwa and Eshinele Ogbomoso (Oriire LGA), Oloyo, Aaga and Abede (Surulere,LGA) and Alausaoke, oke Oba ,Alaba meta (Ogo-oluwa ,LGA). Random sampling method was used to select various

number of rural dwellers in each community (Alaropo-5, Ajelanwa-4, Eshinele Ogbomoso-7, Aaga-4, Abede-4 Oloyo-6 Oke Oba-6 Alaba meta-7 and Alausa oke-9). The variation in the number of rural dwellers selected is due to the number of house hold in the selected communities. A total of fifty two (52) rural dwellers constituted the sample size for the study. A structured interview schedule was developed, validated and employed for data collection. In focus group discussion. (FGD) rural dwellers' emphasized that okada rider has contributed to development of their respective rural community by built personal house, enable community to charge their hand set (GSM) when they (those riding okada) put on their generator, enable other community members to have access to portable water from the well bore in their houses, community member aware of what happened in the city and urban everyday through. Okada rider, also constructed tent, wood/bamboo sit in their bus stop that attracted traders and food sellers. Descriptive statistics, correlation and chi-square where used to analyzed the data obtained.

3.0 Results and Discussion

3.1 Socio-economic characteristics of rural dwellers

Data collected and presented in table 1 shows that majority (76.5%) of the rural dwellers belongs to age range of 20-45 years, while, 9.6% were above 51 years of age 73.1% were male and 75.0% were married. This implied that there is a predominance of male youth and active age rural dwellers' who perceived the effects of okada riders in community development. Also 53.8% of the rural dwellers' had low level of education 19.2% had tertiary education while 13.5% 3.9% of the rural dwellers were secondary school and primary school dropout respectively, only 9.6% had no formal education, their main occupation is farming (80.8%.) These results are similar to Okonkwo et al (2010) finding on the socio-economic and demographic characteristics (marital status, age, sex and educational status) of the rural dwellers.

Table 1: Socio-economic characteristics of rural dwellers

Variables	Frequency	Percentage
20-25	12	23.1
26-30	8	15.4
31-35	6	11.5
36-40	10	19.2
41-45	9	17.3
46-50	2	3.8
51 and above	5	9.6
Total	52	100.0
Sex	Frequency	Percentage
Male	38	73.1
Female	14	26.9
Total	52	100.0
Marital status	Frequency	Percentage
Single	6	11.5
Married	39	75.0
Divorced	3	5.8
Separated	4	7.7
Total	52	100.0
Educational level	Frequency	Percentage
No formal education	5	9.6
Primary education	13	25.0
Secondary education	15	28.8
Primary dropout	2	3.9
Secondary dropout	7	13.5
Tertiary education	10	19.2
Total	52	100.0
Occupation	Frequency	Percentage
Farming	42	80.8
Fishing	3	5.8
Hunting	2	3.8
Forest resources collector	4	7.7
Charcoal producer	1	1.9
Total	52	100.0

Source: Field survey 2012.

3.2 Factors affecting the use of motorcycle okada for transportation

Table 2 show that there are three categories of factors perceived by rural dwellers as important reasons that make

okada to be using for transportation. The first set is related to, Bad roads network, (82.7%) more time consuming on bad roads with vehicles (86.5%) it's easy to ply foot path (94.2%). The second set relate to the absence of policy that restrict used of Okada for transport (Government Laxity) (80.8%). The third set of factors is social such as poverty and bad economy (92.3%), shortage of public transportation (67.3%) increase in population (84.6%) vehicles plying rural area preferred carry farm produce than passengers. (73.1%) unstable transport fares by public vehicles due to bad roads (75.0%). Bad attitude of drivers pushed the population to search for alternative (55.8%) unemployment (94.2%), fall in market price of farm produce (90.4%) fuel consumption is economical (78.8%) easy to establish okada business (51.9%) and flexibility in use (65.4%). The first and the third factors are common in literature as factors responsible for the existence of okada as means of transportation. However, only Government Laxity has a fair mention in the literature (Oladipo, 2012). It is interesting that 92.3% and 80.8% of the rural dwellers opine that poverty, bad economy and government laxity could be reasons for using okada for transport. It is possible that the focus of some earlier studies on okada as means of transport as the unit of study and analysis had hidden. These factors so far.

Table 2: Factors affecting the use of motorcycle “Okada for transportation

Factors	Yes	No
Natural factors	%	%
Bad roads network	82.7	17.3
More time consuming on bad roads	86.5	13.5
Easy to ply Footpath	94.2	5.8
Political factors		
Absence of government policy to restrict motorcycle “Okada” for transportation (Government laxity)	80.8	19.2
Social Factors		
Poverty and bad economy	92.3	7.7
Shortage of public transportation	67.3	32.7
Increase in population	84.6	15.4
Vehicles plying rural area preferred carry farm produce than passengers	73.1	26.9
Unstable transport fares by public vehicles due to bad roads	75.0	25.0
Bad attitude of drivers pushed the population to search for alternative	55.8	44.2
Unemployment	94.2	5.8
Fall in the market price of farm produce	90.4	9.6
Fuel consumption is economical	78.8	21.2
Easy to establish the business	51.9	48.1
Flexibility in use	65.4	34.6

Source: Field survey 2012.

3.3 Perceived impacts of motorcycle ‘okada’ service in rural community development

Perception of the impacts of okada services, rural dwellers were asked to express their perception of the impacts of okada services in a likert-type scale containing 32 statements divided into 6 groups (Table 3). The groups are: economy, agricultural, cultural, societal, health and environmental impacts. On the economic front, the three items for which there are clear decision by the rural dweller are that okada provide additional source of income (92.3%), and it provide employment opportunity (88.5%) and improve standard of living in rural areas. (90.4%) These conform to Oyesiku, (2002) Oladipo (2012) who opined that the ,rate of unemployment grows all over Nigeria ,as the private sector did not prove to be strong enough to absorb the unemployed citizens. Many then turned to the informal sector to sustain their livelihood. Among the growing population of youths. (scholars and non-scholars) who are unable to find job in the cities turned back to their home towns (villages) considered a more favourable environment to sustain a living are quickly absorbed by the activity of motorcycle services “Okada” thus offering self employment and bring contributed to community development which is a key contribution of this study the start of knowledge in the field. Over 78.9% of the rural dwellers strongly agreed and agreed that okada service relegated farming activity due to low price of farm produce and shortage of labour, over 73.1% of the rural dwellers strongly agreed and agreed that farm produce transportation has also witnessed innovation for quick delivery in the study area. Rural dwellers also strongly agreed and agreed with two statements of cultural impacts that it change public transports atmosphere in its door to door capacity (90.4%) and that people have become much more in haste now than before (90.4%). Four other impacts with which rural dwellers strongly agreed and agreed are societal. Over 80% opined that okada services helps in easy and fast means of transportation, easy and fast means of transportation, easily pass through bad roads, bumps and footpaths and increase exchange between rural and urban. Furthermore, 90.4% of the rural dwellers’ strongly agreed and agreed with the statements of health impacts that okada services increase road accidents and

passengers deformation. Finally, majority of the rural dwellers (80.8%) agreed or strongly agreed and agreed that okada services kills domesticated animals on the roads. While most of the other impacts have been identified in the literature (Oladipo 2012). This agree with Oladipo (2012) who reported that there are challenges that face okada services especially health related due to their operation under harsh weather condition which exposes them to various illness.

Table 3: Rural dwellers’ perceived impact of motorcycle “Okada” service in rural community Development.

Impact of Okada service Economy impacts	Strongly agree	Agree	Undecided	Disagree	Strongly Disagree
Provide employment opportunity	80.8	7.7	1.9	5.8	3.8
Additional source of income	88.5	3.8	-	1.9	5.8
Provide community daily revenue which reinvested in the community	50.0	23.1	15.4	3.8	7.7
Source of revenue for government	65.4	17.3	11.5	3.9	1.9
Improve standard of living in rural area	82.7	7.7	-	3.8	5.8
Agricultural Impacts					
Movement from home to far- farmland in short time increased	46.2	25.0	11.5	11.5	5.8
Farm produce transportation has also witnessed innovation for quick delivery	73.1	9.6	7.7	1.9	7.7
Relegated farming activity due to low price of farm produce	78.9	5.8	3.8	7.7	3.8
Cultural impacts					
Transmitter of cultural traits (life in rural area has change)	48.1	23.1	13.5	11.5	3.8
Expose youth to smoking and drinking	55.8	17.3	21.2	3.8	1.9
People have become much more in haste than before	78.9	11.5	1.9	3.8	3.8
It change public transport atmosphere in its door to door capacity	84.9	5.8	5.8	1.9	1.9
Trekking is today abnormal in the vision of many youths who have unanimously adopted this form of public transport	61.5	5.8	15.4	5.8	11.5
Rural area has change of an all year round movement and animation of the community	42.3	19.2	17.3	5.8	15.4
Okada attracted youths to gain social recognition to enjoy fame and gist among their age mates than gain recognition from elders through initiation into juju society okada service impacts	59.6	13.5	11.5	9.6	5.8
Social impacts					
Increase exchange between rural and urban	77.0	5.7	3.8	7.7	5.8
Movement of individual and goods between villages has increased	78.9	7.7	5.8	3.8	3.8
It use to transport uncommon items such as (corpse)	42.3	15.4	17.3	5.8	19.2
Organize ceremonies anytime instead of the end of the year	48.1	23.1	11.5	13.5	3.8
Okada rider participate in the organization of rural community	46.2	11.5	25.0	5.8	11.5
Easily pass through bad roads, bumps and foot paths	82.7	5.8	1.9	5.8	3.8
Attracted politician for campaign	55.8	21.2	3.8	1.9	17.3
Easy and fast means of transportation	88.5	5.8	1.9	1.9	1.9
Assist in public peace and security	42.3	19.2	17.3	5.8	15.4
Health impacts					
Always experienced waist pain that enable discovery of herbs for fast releve of pains	59.6	13.5	9.6	11.5	5.8
Body exposure to frequent vibration derived from bad nature of the roads	36.5	30.8	15.4	13.5	3.8
Eyes exposed to dust particles	51.9	25.0	9.6	5.8	7.7
Increase roads accidents and people(passengers) deformation	84.6	5.8	1.9	5.8	1.9
Environmental impacts					
Killing of domesticated animals on the roads	63.5	17.3	7.7	7.7	3.8
Create noise pollution	55.7	21.2	11.5	5.8	5.8
Smoke produced by exhaust pipe contributed to degradation of environment	36.5	13.5	25.0	9.6	15.4
Menace to the society	28.9	23.1	15.4	13.4	19.2

Source: Field survey 2012.

3.4 Rural dwellers’ perception of the constraints of okada services.

Rural dwellers’ perception of the constraints of okada services in community development were also identified using a 3 point likert-type scale containing 8 statements (Table 4). As shown in this table 84.6% of the rural dwellers perceived the statement road accidents as a major constraint. Indicating that many People have died through okada accident on the roads and some are deformed. On the other hand 90.4% perceived that arrest of okada ride/seize of their machine is a major constraint to okada services in the study area. Implies that many okada riders always avoid the area where law enforcement agent were checking some were injured in the process

of escaping from law enforcement agents. Furthermore, rural dwellers perceived that okada snatching from the riders 75.0% was a major constraint that hindered impact of okada service. This implies that okada rider need to restrict their movement from suburb/remote area, even rural dwellers' perceived that Kidnappers 71.2% was also a major constraint to okada services in the study area. It implies that okada rider should not be attracted with huge amount of money to long or short long distance where they can be easily apprehend and avoid moving around late hour in the night.

Table 4: Rural dwellers' perception of Constraints to Okada services in rural community development.

Constraints	Major constraints	Minor constraints	Not constraints
Road accidents	84.6	11.6	3.9
ill health waist pain and chest cold	69.2	17.3	13.5
Arrest / seize of machine by law enforcement agencies Federal Road Safety Commission(FRSC),police	90.4	7.7	1.9
Daily payment for association (ACCOMORA) ticket	63.5	5.8	30.8
Motorcycle (okada) snatcher	75.0	17.3	7.7
Thieves passengers remove money from okada riders pocket	53.9	32.7	13.4
Kidnappers	71.2	11.5	17.3
Sometimes there may not be sales	50.0	21.2	28.8

Source: Field survey 2012

3.5 Test of hypotheses

Two main null hypotheses were tested in the study. The first proposes that there were no significant relationship between selected socio-economic characteristics of rural dwellers and their perception of impact of motorcycle "Okada" in rural community development. The second propose that there were no significant relationships between selected socio-economic characteristics of rural dwellers' and their perception of constraints hindered. Impacts of motorcycle "Okada" services in community development.

3.5.1 Results of chi-square analyses

The result of chi-square analysis between selected socio-economic Characteristics and perceived impacts score derived from the rural dwellers' responses to the statements in likert scale (Table 5). This shows that there were significant relationships between age sex marital status, household size and rural dwellers perception of the impacts of okada services in rural community development. It could be seen that age, sex, marital status and household size are the important factors that has influenced on rural dwellers' perception of the impact of okada in rural community development. The implication is that the rural dwellers' that has responsibilities (married), have more positive perception of the impacts of okada in rural community development.

Table 5: Results of chi-square analyses (Dependents variable: Total impact score)

Variables	Degree of freedom	Chi- square	Asymp sig (2- side)	Decision
Age and impact score	18	40.911	0.002	Reject _{H0}
Sex and impact score	3	16.124	0.074	Reject _{H0}
Marital status and impact score	4	13.630	0.005	Reject _{H0}
Educational and impact score	9	3.023	0.312	Accept _{H0}
Main occupation and impact score	11	21.759	0.194	Accept _{H0}
Household size and impact score	15	24.983	0.000	Reject _{H0}

Source: Data Analyses 2012

H0 = Null Hypothesis

3.5.2 Results of correlation Analysis

Table 6: Shows that there were significant relationship between age, number of years in school, marital status, length of residents, and household size and perceived rural dwellers' constraints score. This means that the older the rural dweller the more likely to have a higher perception of the constraints hindered okada services in the study area. Also the more the years spent in school by rural dwellers the more likely to have higher perception of the constraints hindered okada services, marital status would enable rural dwellers to have a higher perception of the constrained hindered okada services. Furthermore, the longer the rural dwellers resides in the study area the higher their perception of the constraints hindered okada services and the more the size of rural dwellers' household the higher their perception of constraints hindered Okada services in the study area.

Table 6: Results of correlation Analysis (Dependent variable Total constraints score)

Variables	Correlation coefficient	Remark
Age in years and constraints score	0.503*	S
Number of years in school and constraints score	0.422*	S
Marital status and constraints score	0.246*	S
Farm size and constraints score	0.196	NS
Length of residence and constraints score	0.396*	S
Household size and constraints score	0.513*	S

Source: Data Analyses 2012

* correlation is significant at 0.05 Level

NS – Not significant.

S-Significant

4. Conclusion and Recommendation

The use of motorcycle as a commercial transport services (Okada) has come to stay. The results of this study has shown that majority of the rural dwellers opined that constrained hindered the impacts of okada services in community development are major constraints. The study is different and unique in that it did not only show the factors and impacts affecting okada services in rural community development, like several previous studies but also revealed the perception of rural dwellers on impacts and constraints of okada services in rural community development. The study has demonstrated that perception of rural dwellers on impacts derived in community development are influenced by the age, sex, marital status, household size, number of years in school and length of residence. The okada services have contributed both positively and negatively to the rural, local government, state and Nigerian economy. The time has come for the government at all levels to take holistic look at the okada services with a view to strengthening the overall strategy of regulating the activities of the okada services provider. Therefore, any measure seeking to influence the process of okada service should meet the rural dwellers' perception of impacts of the okada services in community development. Government needs to take serious look at the deeper economic implications of the okada services with a view to ensuring that youth were discourage from engaging in okada services by enable them to secure reliable employment opportunity for sustainability of future economy in all sectors of the nation.

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