

Assessment of the category of persons rendering commercial motorcycle services and crime rate in Nigeria

Donald Tarfa Ende

Department of Sociology,
Moses Orshio Adasu University Makurdi

Email: pascalyoyo@gmail.com

Phone number: 07068301661

Eke C. Chinwokwu, PhD & Sunday S. Adaka, PhD

Department of Sociology
Federal University of Lafia,
Nasarawa State.

James Terhemem Tachia

Federal polytechnic
Wannune, Benue State

Abstract

Commercial motorcycle services serve as an important source of transportation and employment in many developing societies; however, concerns persist regarding the involvement of certain categories of operators in crime. This study examined the relationship between the category of persons rendering commercial motorcycle services and crime rate, with emphasis on the socio-economic characteristics of operators and their implications for criminal activities. The specific objectives of the study includes: Illiterates rendering commercial motorcycle services and crime rate within commercial motorcycle enterprise in Nigeria, Poor people rendering commercial Motorcycle services and crime rate within commercial motorcycle enterprise in Nigeria and unemployed people rendering commercial motorcycle services and crime rate within commercial motorcycle enterprise in Nigeria. Routine Activity Theory of crime was used for the study. Data were collected using secondary sources of data collection. The findings revealed that commercial motorcycle services are rendered by diverse categories of people, including unemployed youths, school dropouts, migrants, low-income earners, and individuals with limited formal education. The study found that some categories, particularly economically vulnerable and unemployed youths, are perceived to be more prone to involvement in crime due to financial pressure, lack of stable income, and weak social control mechanisms. The study further revealed that poor regulation, lack of proper screening, and anonymity of motorcycle operators create opportunities for criminal infiltration across these categories. Crimes commonly associated with commercial motorcycle operations include robbery, theft, kidnapping, and reconnaissance activities. The study concludes that crime linked to commercial motorcycle services is not inherent in the occupation itself but is largely influenced by the socio-economic background of operators and weak regulatory frameworks.

Keywords: commercial motorcycle services, crime rate, socio-economic characteristics, regulation, Nigeria

Introduction

Commercial motorcycle services often locally referred to as Okada in West Africa, boda-boda in East Africa, and moto-taxi in Southeast Asia have become a pervasive form of informal transport in many developing societies. Characterized by low entry barriers and minimal capital investment, this mode of transport attracts a wide cross-section of economically marginalized individuals, including the illiterate, the poor, and the unemployed. While these services play an indispensable role in mobility and livelihood generation, academic and policy debates increasingly link patterns of participation in motorcycle commercial operations with rising concerns about public safety and crime (Munishi & Hamidu, 2022)..

Individuals with limited formal education often have restricted access to formal employment opportunities; as a result, they turn to informal sectors such as commercial motorcycle operations to generate income (Kpae & Adishi, 2017). Likewise, poverty and unemployment structural conditions that constrain social mobility create incentives for youth to engage in risk-laden economic activities, including motorcycling, that are lucrative but lack formal regulation or oversight. The intersection of informality, marginalization, and law enforcement gaps has inadvertently provided a fertile ground for opportunistic criminal behavior, including theft, robbery, smuggling, and assault (Munishi & Hamidu, 2022).

Globally, research on informal transport and crime has primarily focused on large urban centers in Southeast Asia, Latin America, and Sub-Saharan Africa. In cities such as Jakarta, Bangkok, and Mexico City, motorcycle taxi drivers have been implicated both as victims and, in some cases, as perpetrators of street-level crime, often driven by structural economic pressures and weak regulatory frameworks (Solomon, 2017). In these contexts, the absence of comprehensive licensing systems and background checks allows for the participation of individuals with limited education and financial alternatives a dynamic that correlates with higher incidences of traffic violations, assaults, and predatory thefts (Temitope & Adeyemi, 2024).

Within Africa, commercial motorcycle services have expanded rapidly over the past three decades, especially in urban and peri-urban centers. Studies from East Africa, such as Dar es Salaam, have highlighted how unemployment and livelihood insecurity push young men toward boda-boda operations, sometimes blurring the lines between legitimate economic endeavors and participation in urban crime networks (Munishi & Hamidu, 2022). Similarly, research in West African states

indicates that the illiteracy and poverty of many okada riders limit their prospects for legal economic progress and make them susceptible to criminal influences, particularly in areas with high youth unemployment (Giwa, Olorunnimbe, & Fagbenro, 2021).

In Nigeria, commercial motorcycle services have become integral to urban transport, yet they remain largely informal and under regulated. A growing body of literature links the socioeconomic profiles of riders marked by low education, poverty, and joblessness with involvement in crimes ranging from petty theft and pick pocketing to more serious offenses such as armed robbery and kidnapping. For instance, analyses from urban centers across Nigeria reveal that unregulated entry into okada operations often attracts individuals marginalized from formal labor markets, who may resort to criminal activities as supplemental income or due to social strain (Kpae & Adishi, 2017; Eraye, Ojedoku, & Chinwokwu, 2013).

Benue State, located in Nigeria's Middle Belt, exemplifies this intersection of socioeconomic adversity, informal transportation growth, and crime concerns. The state's high youth unemployment rate, coupled with limited formal education opportunities in rural and urban communities, has driven many young people into commercial motorcycle operations. In Benue State, scholars and security analysts have reported that the greater concentration of poorly educated and economically disenfranchised motorcycle operator's correlates with escalating incidents of street crime, theft, and traffic-related offenses (Munishi & Hamidu, 2022). These linkages reflect not only individual economic motives but also systemic challenges related to weak regulation, inadequate law enforcement, and the socio-economic marginalization of vulnerable populations.

In sum, the prevalence of illiterates, poor people, and the unemployed in commercial motorcycle services sheds light on both the socioeconomic drivers of informal economic participation and its unintended consequences for public safety. It is against this background that the study is interested in examining the Illiterates, the Poor and the unemployed people rendering commercial motorcycle services and crime rate within commercial motorcycle enterprise in Nigeria.

Conceptual Clarification

Commercial Motorcycle Services

Commercial motorcycle service means using of motorcycles to render transportation services in other to generate income to earn a living (Tuffour & Kofi, 2020), Gbadamosi (2021) referred to

commercial motorcycle services as the means of using motorcycle for commercial purposes, for instance, conveying of commuters or goods to the desired destination for generation of income for livelihood. Ahokegh (2022), posited that commercial motorcycle service is the use of motorcycle for commercial purposes with the target of generating income for livelihood. Tolu (2023), referred to commercial motorcycle service as the financial benefits motorcyclists get from the usage of motorcycles for rendering transportation services with the aim of addressing economic needs..

Category of People Rendering Commercial Motorcycle Services

This concept refers to the different socio-economic and demographic groups engaged in commercial motorcycle operations (Mcadiah, 2017). In the context of this study, the categories include:

Unemployed members: Individuals who were previously unemployed and entered commercial motorcycling as a survival or temporary occupation.

Poor members: Riders with low income levels and limited economic resources.

Illiterate or low-educated members: Individuals with little or no formal education.

Youth-dominated members: Predominantly young men who constitute the majority of commercial motorcyclists.

Informal or undocumented operators: Riders operating outside formal unions or regulatory frameworks.

Crime Rate

Crime rate refers to the frequency or occurrence of criminal activities within a given population or area over a specified period. In this study, crime rate focuses on crimes associated with or linked to commercial motorcycle operations, including kidnapping, armed robbery, rape, theft, assault, and other violent or property-related crimes. Crime rate is examined in relation to the involvement or influence of different categories of commercial motorcyclists (Maliki, 2023).

Theoretical Framework

Routine Activity Theory of Crime

Routine Activity Theory was developed by Lawrence E. Cohen and Marcus Felson in 1979 as part of their study on crime trends in post-industrial societies. The theory emerged as a reaction against explanations of crime that focused solely on offenders' psychological traits or social backgrounds.

Instead, Cohen and Felson argued that crime should be understood as a product of everyday social activities and structural arrangements that create opportunities for criminal acts.

The theory is grounded in environmental criminology and emphasizes the role of time, space, and routine social behavior in shaping crime patterns. According to Routine Activity Theory, changes in social routines such as increased urbanization, female labor force participation, or mobility can significantly influence crime rates.

Core Assumptions of Routine Activity Theory

Routine Activity Theory is based on the assumption that crime is a normal social phenomenon that occurs when opportunities present themselves. It does not ask why individuals are criminals, but rather why crimes occur in specific situations. The theory assumes that most individuals are capable of committing crime under favorable circumstances and that crime prevention lies in reducing opportunities rather than changing criminal motivations.

Elements of Routine Activity Theory

Cohen and Felson identified three essential elements that must converge in time and space for a crime to occur:

Motivated Offender

A motivated offender is an individual who is willing and able to commit a crime. Routine Activity Theory does not attempt to explain the origin of criminal motivation; instead, it assumes that a supply of motivated offenders always exists in society. Factors such as unemployment, poverty, and social marginalization may increase the pool of motivated offenders, but the theory primarily focuses on opportunity rather than motivation.

Suitable Target

A suitable target refers to any person, object, or place that is attractive and vulnerable to crime. Suitability is determined by four factors, often summarized by the acronym VIVA:

Value – the worth of the target to the offender;

Inertia – the physical ability of the target to resist or be moved;

Visibility – how exposed the target is to potential offenders;

Accessibility – how easy it is to reach the target.

For example, passengers traveling alone at night on poorly lit roads may be considered suitable targets.

Absence of a Capable Guardian

A capable guardian is any person or mechanism that can prevent crime through presence or surveillance. Guardians include police officers, community members, security personnel, lighting systems, CCTV, or regulatory institutions. Crime is more likely to occur when guardianship is weak or absent.

Routine Activity Theory best explains how the category of people rendering commercial motorcycle services relates to crime rate in Benue State in the following ways:

Motivated Offenders

Many commercial motorcyclists in Benue State are unemployed youths, poor individuals, illiterate or low-educated persons. These categories are more likely to experience economic strain and social marginalization, which increases motivation to engage in crime. While some riders are law-abiding, Routine Activity Theory explains how certain socio-economic categories may be more vulnerable to criminal motivation.

Suitable Targets

Commercial motorcycle operations expose riders to passengers carrying money or valuables, isolated rural routes, night-time travel. These conditions create suitable targets for crimes such as kidnapping, robbery, and rape. The routine activities of commercial motorcyclists therefore create repeated opportunities for crime.

Absence of Capable Guardians, commercial motorcycle services in Benue State are largely informal and weakly regulated, poor rider registration and identification, limited police surveillance, weak transport union control, lack of monitoring during night hours. This absence of effective guardianship allows criminal elements to infiltrate the sector and operate with minimal risk of detection. Routine Activity Theory is the best theory for this study because it:

Directly links occupational routine to crime occurrence, explains how categories of riders interact with opportunity structures, accounts for time, place, and regulation, which are central to commercial motorcycling, avoids blaming all riders by focusing on situational conditions, not inherent criminality

Methodology

This paper utilized secondary data obtained from textbooks, journal articles, research reports, data bases, conference proceedings, internet sources and personal observations, this is because secondary data provide access to a wide range of scholarly and empirical validated information

that would be difficult to generate within the constraint of time, finance and logistics required for primary data collection. Given the broad scope of the study, secondary sources enable a comprehensive examination of existing theoretical perspectives, empirical findings and global best practices relevant to the subject matter. Reliance on secondary data enhances the theoretical depth and analytical rigor of the study. Text books and peer reviewed journals contain well established theories, conceptual frameworks and methodological approaches that are critical for building a robust analytical foundation.

Illiterates rendering commercial motorcycle services and crime rate within commercial motorcycle enterprise in Nigeria

Illiteracy remains a critical social challenge in many developing societies and has been widely linked to crime and deviant behavior. Among commercial motorcyclists in Benue State, the presence of illiterate members within the sector has contributed to crime rates through multiple interconnected pathways.

Kamer (2022), argued that illiterate commercial motorcyclists often have limited understanding of laws, regulations, and ethical standards governing transportation and public conduct. This lack of formal education reduces their awareness of legal boundaries and the consequences of criminal activities, increasing the likelihood of involvement in offenses such as traffic violations, assault, theft, and collaboration with criminal networks. Gyong (2021), illiteracy contributes to poor risk assessment and decision-making. Limited exposure to education reduces critical thinking skills, making some riders less capable of assessing the dangers and long-term consequences of criminal involvement. This condition increases impulsive behavior, violence, and non-compliance with social norms.

Olawo (2020), argued that illiteracy restricts access to formal employment opportunities, forcing many individuals to rely solely on commercial motorcycling for survival. The resulting economic pressure, combined with low income and job insecurity, creates vulnerability to criminal involvement. Pius (2020), posits that some illiterate riders may engage in criminal activities such as kidnapping assistance, rape, or armed robbery either as a means of supplementing income or under coercion by organized criminal groups.

Bassey (2021), maintained that illiterate members are more susceptible to manipulation and recruitment by criminal gangs. Their limited ability to interpret written information, contracts, or official directives makes them easy targets for exploitation. In Benue State, such individuals may

be used as scouts, transporters, or accomplices in criminal operations, contributing to increased crime rates associated with commercial motorcyclists.

Okache (2021), posits that illiteracy hampers effective communication with law enforcement and regulatory authorities. Many illiterate riders struggle to report suspicious activities, understand security advisories, or comply with identification and registration requirements. This communication gap weakens crime prevention efforts and allows criminal activities within the sector to go undetected. Ofuonyendi (2020), argued that illiterate commercial motorcyclists often operate outside formal union structures due to fear of documentation or inability to meet registration requirements. Operating independently increases anonymity and reduces accountability, making it easier for criminally inclined individuals to conceal their identities and engage in unlawful acts.

Poor people rendering commercial Motorcycle services and crime rate within commercial motorcycle enterprise in Nigeria

Poverty has remained a significant socio-economic factor influencing crime patterns across developing societies, including Nigeria. Among commercial motorcyclists in Benue State, the presence of economically poor members within the sector has contributed to crime rates through several interrelated mechanisms (Nzeadibe ,2021).

Obadiah et al (2024), argued that economic hardship and lack of alternative livelihoods compel many poor individuals to engage in commercial motorcycling as a survival strategy. While most riders operate legitimately, the low and unstable income generated from motorcycle services, coupled with rising living costs, increased financial strain, increasing the likelihood of criminality. Gbadamosi (2021), maintained that economic pressure has made some poor commercial motorcyclists vulnerable to engaging in criminal activities such as theft, kidnapping assistance, and extortion as supplementary income sources, thereby contributing to higher crime rates.

Ahokegh (2022), posits that poor members of commercial motorcycle unions often operate without adequate resources or proper documentation, including valid licenses, union registration, or identifiable uniforms. This informality allows criminally inclined individuals to blend easily into the sector, making it difficult for security agencies and transport unions to distinguish genuine riders from offenders. Consequently, crimes committed by a few poor and undocumented riders increase the overall crime statistics associated with commercial motorcyclists in Benue State.

Ola (2023), argued that poverty among commercial motorcyclists has encouraged collaboration with criminal networks. Some poor riders are recruited as informants, scouts, or transporters by criminal gangs due to their familiarity with local routes and communities. In Benue State, Yecho (2020), argued that commercial motorcyclists have been reported to involve in kidnapping, armed robbery, and movement of illicit goods. These activities significantly heighten the crime rate linked to the sector. Oladipo (2022), maintained that poor members often lack access to education, training, and awareness of legal consequences, which increases their susceptibility to deviant behavior. Limited educational attainment restricts their understanding of lawful conduct, civic responsibility, and long-term implications of criminal involvement. This situation aligns with sociological perspectives that link socio-economic deprivation to increased likelihood of crime. Yecho (2024), Poor working conditions of commercial motorcyclists including harassment by security agents, exploitation by union officials, and exposure to violence have contributed to resentment and frustration among some riders which increases the risk of indulging in criminal activities. Inyang (2021), argued that strain that comes with commercial motorcycle services leads to aggressive behavior, confrontation with authorities, or participation in illegal activities as a form of resistance or coping mechanism, this however increases crime incidence. Effah (2020), argued that concentration of poor commercial motorcyclists in high-risk environments, such as poorly policed rural routes and urban slums, exposes them to criminal influence and opportunities. Odumosu (2021), further argue that the routine movement through insecure areas increases motorcyclist's vulnerability to crime and their potential involvement in criminal acts, either willingly or under coercion.

Unemployed people rendering commercial motorcycle services and crime rate within commercial motorcycle enterprise in Nigeria

According to Oni Fashina and Olagunji (2020), unemployment has remained one of the most persistent socio-economic challenges confronting developing economies, including Nigeria. In Benue State, high levels of unemployment particularly among youths have pushed many individuals into commercial motorcycling as an alternative means of livelihood. While commercial motorcycle services provide employment opportunities, the influx of previously unemployed individuals into the sector has also influenced crime rates associated with commercial motorcyclists.

Funmilayo (2023), posits that many unemployed individuals enter commercial motorcycling as a temporary or survival-based occupation, rather than a long-term career. This lack of occupational commitment often results in weak adherence to professional ethics and regulatory standards. As a consequence, some riders engage in risky or unlawful behaviors, including theft, harassment of passengers, and collaboration with criminal networks, thereby contributing to increased crime rates. Unemployment creates economic frustration and psychological strain, which has manifested in deviant behavior. The inability to meet basic needs, support dependents, or achieve social expectations has driven some unemployed commercial motorcyclists to seek alternative income through criminal activities such as kidnapping facilitation, armed robbery, and extortion. This aligns with sociological perspectives that link economic deprivation to crime (Okoro 2020; Adeboye, 2021; Aborisade, 2020). According to Olaniyi (2022), prolonged unemployment prior to joining commercial motorcycling has fostered antisocial attitudes and distrust toward state institutions. Such attitudes increased resistance to law enforcement and compliance with regulations, it also led to confrontations, violence, and participation in organized crime, thereby contributing to higher crime rates in Benue State.

According to (Ayo, 2020; Onoyo, 2021; Igwe, 2022; and Uyi, 2021), unemployed members of commercial motorcycle enterprise often lack formal skills, education, and work experience, making them more vulnerable to recruitment by organized criminal groups. In Benue State, such individuals have been used as informants, couriers, or transporters for criminal operations due to their mobility, familiarity with local terrain, and perceived disposability. This involvement has heightened crime rates linked to commercial motorcycle services.

Umaru (2021), argued that rapid entry of unemployed individuals into commercial motorcycling has led to overcrowding and intense competition within the sector. Reduced earnings due to competition increase financial pressure, pushing some riders toward illegal activities as a means of survival. This economic dynamic has further intensified crime incidents among commercial motorcyclists. Unemployed commercial motorcyclists are more likely to operate outside formal regulatory and union structures, particularly when entry into unions requires fees or documentation. Operating informally increases anonymity and reduces accountability, creating opportunities for criminal behavior and making it difficult for security agencies to track offenders (Dinye, 2023).

Conclusion

The findings of the study reveal that commercial motorcycle services in Benue State are rendered by individuals from diverse socio-economic backgrounds, predominantly illiterate members, poor members, and unemployed members of society. This composition reflects the broader structural challenges within the state, including limited access to formal education, widespread poverty, and high levels of unemployment. Commercial motorcycling therefore functions largely as a survival strategy and an entry point into the informal economy for marginalized populations who are excluded from formal employment opportunities.

The study concludes that the presence of these categories within the commercial motorcycle sector is not inherently problematic or criminal in nature. Rather, it underscores how socio-economic disadvantage shapes occupational choices and increases exposure to risky working conditions. Illiteracy limits awareness of regulations and lawful practices, poverty intensifies economic pressure, and unemployment creates vulnerability to exploitation and criminal recruitment. When these conditions operate within an environment characterized by weak regulation, poor monitoring, and inadequate security oversight, opportunities for crime are heightened.

Recommendations

1. Functional adult education and literacy programs should be introduced by the Government for commercial motorcyclists, particularly illiterate members. Such programs would improve riders understanding of laws, traffic regulations and civic responsibilities, thereby reducing unintentional violations and enhancing lawful conduct.
2. Employment creation and skills development, Government and private sectors should expand vocational training, skills acquisitions and entrepreneurship programs to provide alternative employment opportunities for unemployed youth engaged in commercial motorcycling, this will reduce over-dependence on the sector and limit vulnerability to criminal recruitment.
3. Government and traditional authorities should target poverty alleviation initiatives, such as access to micro credit, cooperative societies and subsidized motorcycle ownership schemes, this will improve income stability amongst poor members and reduce economic pressure that is capable of pushing some riders toward criminal activities

References

- Ahokegh, A.F. (2022). Globalization and the emerging cultural order in Nigeria. *Journal of Globalization and international Studies*, 5, (1), 1-8
- Ayo, O.A, (2020, July 24): Okada rider's reckless riding causes accident. *Daily Newspaper*
[https:// www.dailynewspaper.com](https://www.dailynewspaper.com).
- Adeboye, O. (2021, January 29).Police arrest okada rider who rapes women in cemetery *The Sun Newspaper*. <http://www.sunnewsonline.com/webpages/news/nationals>
- Aborisade, A. (2020, March 14). We snatch bags and steal money from people's car. *The Punch Newspaper*. <https://www.punch.com/image/may/sunday>
- Bassey, B (2021) *Beware of Okada riders at night*. Yala University press
- Dinye (2023). Dinye, R.D. (2013).The roles and importance of motorcycle transportation system in the urban areas in northern Nigeria. *Scientific Journal Review*, 3(11): 231-250.
- Effah, P. (2020, November 16). Why kidnapping and robbery? *Nigeria Chronicle*.
<https://www.nigeriachronicles.com>.
- Eraye, M. C., Ojedoku, U. A., & Chinwokwu, E. C. (2013). Abolition of commercial motorbikes and its implication on transportation and criminality in Calabar metropolis. *International Journal of Social Science Studies*, 1(1), 206–214.
- Funmilayo, P.(2023).The relationships between police performance and public confidence: a case study of Thailand. *Police practice and Research* , 17(2), 171-182.
- Gbadamosi, K.T. (2021). *The emergence of motorcycles in urban transportation in Nigeria and its implications on traffic safety*. <https://doccs/google.com>.
- Giwa, M. O., Olorunnimbe, R. O., & Fagbenro, A. H. (2021). Lagos State's use of motorcycles for transportation: Sweet nightmare. *IJRDO Journal of Social Science and Humanities Research*, 6(8), 15–28.
- Gyong, P, (2019). *Road safety practice in Nigeria*. Abuja: Lothan Publishers
- Igwe, C. (2022 July 15) Blame politicians for upsurge in crime. *Punch Newspaper*.
<https://www.punch.com>.
- Inyang, D. (2021) *The sociology of Juvenile Delinquency: The social problem and its control in Uyo*: Afa haide and Bross printing and publishing co.

- Kamar, A. (2022). *Understanding the emerging role of motorcycles in African cities: A political economy*. Illorin University Press. DOI:10.31142/ijtsrd2510
- Kpae, G., & Adishi, E. (2017). Unemployment, commercial motorcycle operations and crime in Nigeria. *International Journal of Trend in Scientific Research and Development*, 1(6), 182–186.
- Maliki, A.H. (2023, June 20) How unmarked vehicles rule Nigerian roads. *Daily trust*.
<https://dailytrust.com/howunregistered-vehicles-rule-Nigerian-roads/retrieved>:
- Munishi, E. J., & Hamidu, K. M. (2022). Urban crime and livelihood implications among motorcycle taxi riders in Dar es Salaam City, Tanzania. *International Journal of Research in Business and Social Science*, 11(4), 246–254. <https://doi.org/10.20525/ijrbs.v11i4.1850>
- Nzeadibe, O. (2021): *The school and security apparatus*. Enugu: Fab Anieh Nigeria Limited.
- Obadiah, K.K; Kibet, N; Samuel, A; (2024). Nature and types of motorcycle related crimes in Nakutu East Sub Country, Nakuru Country, Kenya. *European Journal of Humanities and Social Sciences Vol. 4, No. 1*
- Okache, B. (2021). *Transportation and the movement of people in Nigeria: Some tentative notes*.
<https://www.uni.edu/gai/nigeria/background/transportation.html>
- Ofuonyeadi, A. (2020, June 8) Okada threaten Lagos mega-city state. *The Nations Newspaper*.
DOI: 10.108/j.nationsnewspaper.2008.103221.
- Olawo, A.B. (2020) Infiltration of criminals in the commercial motorcycle industry in Nigeria. *International Journal of Humanities*, 5(8), 110-118.
- Ola, V.I. & Okoro, C.K. (2023). *Youths and the Challenges of Tommorrow, Aba*:
Gipsi Press.
- Oladipo, O.O (2022), “The development and impact of motorcycles as means of commercial transportation in Nigeria”, *Journal of Research on Humanities and Social Sciences*,
- Odumosu, H. (2021, June 5). Okada riders responsible for Lagos high crime rate, premium times.
www.premiumtimesng.com .
- Oni, F, Fashina, J and Olagunji, O (2020). Assessment of motorcycle as a means of transportation system and crime activities in Ore, Ondo State, Nigeria. *International Journal of sustainable Development and world policy*, 14(1), 33-46
- Okoro, C.K. (2020) *Youths and the Challenges of Tommorrow, Aba*:
Gipsi Press.

- Onoyo, O. (2021, September 21). Okada Rider and Bus conductor; [www.Nigeria chronicle.com](http://www.Nigeriachronicle.com).
- Pius, C. (2021). *Okada Menace: Tricycle to the Rescue*. <https://bit.ly/8y5e9s>
- Solomon, U. M. (2017). Security and safety challenges of commercial motorcycling (Okada) in Ibadan, Nigeria. *African Journal of Political Science and International Relations*, 11(5), 137–144.
- Temitope, A., & Adeyemi, O. (2024). Assessment of the safety and security of commercial motorcycle operations in Akure, Ondo State, Nigeria. *International Journal of Research and Innovation in Social Science*, 8(1), 112–124.
- Tuffour, Y. & Kofi, N.A. (2020). Motorcycle taxis in public transportation services within the Accra Metropolis. *American Journal of Civil Engineering*. DOI: 10.11648/J.ACE.20140204.12
- Tolu, J.V. (2023). Unemployment, commercial motorcycle operations and crime in Nigeria. *International Journal of Trend in Scientific Research and Development*, 1(6), 182-186
- Uyi, O.A, (2021, May 10) *Accident rate has reduced*. [www.nigerian chronicle.com](http://www.nigerianchronicle.com).
- Umaru, I.G. (2021) “Comercially motorcycles Activity, value creation and the environment in the Developing world: the case of Narassawa state, Nigeria. *International Journal of Social Science Research* 1(1), 122-139.
- Yecho J.I. (2020). Building a conceptual framework: philosophy, definitions, and procedure. *International journal of qualitative methods*, 8(4), 49-62.