

## Transportation Reform and Peacebuilding in Plateau State: A Case of Tricycles in Jos and Bukuru Metropolis



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### Abstract

Peacebuilding is a continuous process in every society which can be achieved through government policies and reforms geared towards economic empowerment and development. The Plateau State Government embarked on transportation reform via the Plateau State Law in 2010, banning the use of motorcycles and the subsequent introduction of tricycles, popularly called “Keke NAPEP” to empower members of society to curb crime and induce access to labour as an instrument within the peacebuilding process in Jos and Bukuru metropolises. The question is, what has been the impact of this process of transport reform on the peacebuilding initiative of the Plateau State Government? This study used Likert-type questionnaires to collect data from commuters and tricycle operators, while the Mann-Whitney U test and ANOVA test were used in hypotheses testing and analysis. The study finds that there is an association between the relative peace in the Jos and Bukuru metropolis and the introduction of “Keke NAPEP and that the transportation reform has a significant and positive impact on peacebuilding in the Jos and Bukuru metropolises. The study recommends the expansion of roads and the setting up of mini tricycle parks to accommodate the increase in the number of tricycles within the Jos and Bukuru metropolises.

**Keywords:** Transportation, Reform, Peacebuilding, Tricycles, Bukuru, Jos

### Introduction

All over the world, there has been a move to transform key sectors of nations' social and economic processes for peace and order within the nations. From Jean-Jacques Rousseau's 1762 treatise on the “social contract” as a political and philosophical concept, and section 14(2b) of the Constitution of the Federal Republic of Nigeria 1999 (as amended)

asserts that the security and welfare of the people shall be the primary purpose of government and sections 3 and 7 of the same Constitution give the legislative arm of government the power to make laws by which peace, order and good governance of the Federation and the States respectively, shall be attained.

Plateau a federating state in Nigeria experienced continuous cycles of crises in recent times, especially within the Jos and Bukuru metropolises. Thus, a need for law and order to attain peace. Given that peace is a basic factor for development and transformation in any society. This is also true of Jos and Bukuru metropolises.

The city witnessed major communal crises in 1994, 2001, 2002, 2004, 2008, 2010 and 2011; some of which have been ethnic and (or) religious in nature leading to the loss of lives and property (Dung-Gwom & Rikko, 2009). Indeed, these crises have left a profound influence on inter-group relations, and attitudes and changed the perceptions of where one lives and who one's neighbours are. These crises produced new trends in residential mobility and influenced emerging new land and housing markets in Jos. The trend is towards ethnic and religious cleavages (niches) (re-tribalization of the city) which exert intense pressure on land and housing markets in some areas and the abandonment of others. The current process is as much the result of rapid urbanization and population growth as it is influenced by the need for security, identity and social solidarity.

Furthermore, the dimensions changed in 2010 when the activities of the Islamic militants known as Boko Haram began to present themselves in Jos. The case of the 24th December 2010 bomb blasts in the mainly Christian areas of Anguwan Rukuba and Gada Biu, and the subsequent admission by the Islamic sect, of its culpability, increased the otherwise dominant rhetoric of a larger 'Islamic agenda' against Plateau state, and Christians in general. This was worsened by the sect asserting its claim to the atrocities of the 2010 Christmas Eve bombings. The sect's use of motorcycles and even cars created a new apprehension towards this common form of transportation in the state and Jos in particular.

There had been before the bombings, as pointed out, violence based on the polarities of ethnicity and religion, which had created identity-based settlements. These settlements further

encouraged identity-based economic activities over time. Motorbike transport systems, popularly called 'Achaba' or 'Okada', had emerged in the mid 1990's due to the inadequacy, or absence of an organized transport system. Although initiatives had been made since the 1970s under the Joseph Gombak administration (1966-1975). But in most cases, the efforts were either inadequate or overtaken by corruption. This encouraged a process of disorganized and unregistered transport systems.

Although, a negative, in terms of organization and systemic processing, the emergence of unregistered transport systems in the state, and the absence of government regulatory or economic input in the system, encouraged a chaotic transport system, which opened up various forms of criminality, throughout the metropolis. In 2006, just before the governorship elections of 2007, five attempts on various gubernatorial candidates occurred between June and July of 2006 (lig.ox.ac.uk, 2007; Collier & Vincente, 2011). All attempts were alleged to have been made with motorcycles either waiting for the attackers or in motion, striking at the victims. This was worsened by cases of armed robberies, and other criminalities using motorcycles.

One main feature which made these motorcycles appealing was their speed and maneuverability on and off the road. They served as good getaway vehicles in most criminal actions and helped by the unplanned nature of most parts of the city, criminals just disappeared easily, without any hope of catching them. To make things worse, the ease by which these motorcycles were obtained, and the inadequacy of control, by both the police and state authorities, encouraged a proliferation of unregistered motorcycle taxis, also encouraging people from other parts of Plateau state, and even outside, into Jos, as motorcycle riders.

By 2010, when the first Boko Haram strikes came about, cases of motorcycle bomb throwers were reported. Although security agencies were present, the ease with which motorcycles could nimbly bypass security and attack recreational spots, churches and government buildings; led various gatherings to promulgate vigilantes, primarily to ward off commercial motorcyclists within their communities.

This insecurity, and the realization by the state of the chaotic state of transportation and high losses in revenue due to un-registered transport units, gave rise to the introduction of reforms in the informal transport sector of the Jos and Bukuru metropolises. Given the reasons for insecurity and other criminal activities carried out with the aid of motor-cycles, the Plateau State Government, like other states of the Federation embarked on transportation reform, replacing motorcycles with taxi cabs and tricycles in the informal economy of the State through the passage of the law prohibiting the operation of motorcycles in Jos and Bukuru Metropolises in April 2010 (Leadership Newspaper, 2012).

One of the objectives of the law was to ensure the security of lives and property of the citizens through the banning of motorcycles and the introduction of tricycles [section 3

(6) of the Commercial Motorcycles (Prohibition) Law 2010]. The major informal transport (para-transit) reform in the informal economy of Plateau State was the replacement of motorcycles with tricycles, popularly called "Keke NAPEP" [Section 3(a), 3(d), 4(1) and 7(1) of the Commercial Motorcycles (Prohibition) Law 2010.

Different studies on paratransit exist with a few focusing on tricycles as a form of paratransit. Several studies (Rimmer, 1984; Cervero, 1991; Joewono & Kubota, 2005; Cervero & Golub, 2007) have been generally carried out on the characteristics, marketability and cost of para-transit systems in general and mostly in Southeast Asia without specification on the operation of tricycles. A Nigerian study by Owolabi and Akinwumi (2011) also looked at the general characteristics of para-transit forms in Nigeria, particularly in Akure. Very few studies have been carried out on the tricycle form of para-transit in Nigeria.

The studies by Akin-Tepede (2010) and Mwaogbe, et al. (2012), although dealing with para-transit transport, did not try to relate the operation of tricycles with peacebuilding. Similarly, Ikot et al. (2011) concentrated only on the economic implication of the ban on motorcycles in Uyo, Akwa Ibom state, Nigeria, without looking at the impact of the alternative to security and peacebuilding provided. Since none of these studies was carried out to look at the effects of transport reforms (i.e. the prohibition of motorcycle operation and the introduction of tricycles) on peacebuilding as an integral aspect of the reform, this study intends to find out the relationship.

The study on Jos was chosen because it is notoriously known as a conflict-prone area, and by the promulgation of Commercial Motorcycles (Prohibition) Law 2010, it was expected that the outcome would reduce criminality and violent conflict. In addition, by introducing tricycles, the assumption was that a fresh start would encourage a new process of vehicle registration and monitoring.

Additionally, the tricycle requires a greater sense of careful driving because it has a tendency to capsize at high speeds. Thus, the usual speed and bravado, motorcycle riders possess, would be curtailed, thereby reducing accidents and weakening the ease of a villain getaway. These advantages were what encouraged the policy as part of the peacebuilding effort of the Plateau State Government, particularly in Jos and Bukuru metropolises. To this effect, the study tested the following hypotheses:

H01: Tricycle operators feel that transportation reform is responsible for the progress in peacebuilding in the Jos and Bukuru metropolises.

H0 2: Tricycle commuters feel that transportation reform is not responsible for the progress in peacebuilding in the Jos and Bukuru metropolises.

### Conceptual and Theoretical Focus

Transportation is an essential convenience through which people connect and progress in their socio-economic activities. Transportation is for the movement of people

and goods from one place to another. Derived from two Latin words; *trans*, meaning "across" and *portable* meaning "to carry" (Trivedi, 2010.), there are three main mediums of transportation which include air, water, and land transport. Land transport, most especially, the use of roads, is the most popular and dominant means of transportation. Road transport can be categorized into both formal transport and informal systems.

A formal transport system implies regulated, planned, managed and supervised transport operations which involve the use of service schedules, ticketing and largely government involvement and (or) regulation (Browning, 2006). Normally, formal transport involves the use of buses in the cities under the government authority with controlled transport fares. Control of transport fares within the cities restricts the participation of private individuals and organizations in formal transportation.

Informal transport systems, also called paratransit systems, sometimes operate within the general system. They comprise of privately operated small-scale and low-cost transport services (Cervero & Golub, 2007). Paratransit includes small buses, taxis, tricycles, motorcycles and bicycles. Paratransit exists in most cities due to the advantage of maneuvering into areas (mainly unplanned or slum areas) where formal transport vehicles, such as standard buses cannot serve (Cervero, 1991). For this reason, Cervero and Galub (2007) refer to paratransit as "gap fillers". Tricycles are three-wheeled mechanically propelled vehicles used as means of transport for commercial purposes and profit making [section 2 of the Commercial Motorcycles (Prohibition) Law 2010].

Tricycle services provide benefits including on-demand mobility for commuters, jobs for low-skilled workers and service coverage in areas devoid of formal transport supply (Cervero & Golub, 2007). Tricycles have the disadvantages of increased traffic congestion, air and noise pollution, traffic accidents and cream-skimming (Cervero & Golub, 2007; Akin-Tepede, 2010; Mwaogbe et al., 2012). The informal transport (paratransit) operates within the informal economy and economic theorists differ in their views of how the informal economy came into being, what functions it serves and who participates in it.

Economists have traditionally associated informal economic activities with developing countries like Nigeria (Fields, 1975; De Soto, 1989). Four theories were propounded by different economic institutions and economists to describe the informal economy. The dualist Theory of Informal Economy was formulated by the International Labor Organization (ILO) World Employment Mission in Kenya, in 1972 and has the characteristics of autonomous activities, ease of entry, reliance on indigenous resources, family ownership of enterprises, labour-intensive and adapted technology, and exclusion from modern economic opportunities due to an imbalance in the growth of population and growth of modern industrial employment [Women in Informal Employment: Globalizing and Organizing [WIEGO], 2012].

The structuralist Theory of Informal Economy was formulated in 1989 by Manuel Castells and

Alejandro Porter has the characteristics of a specific form of relationship of production not regulated by the institutions of the society, self-employed individuals, wage in employed individuals, and the reaction of the capitalist growth and formal firms to reduce labour cost and to state regulation of the economy respectively (WEIGO, 2012). Other theories of informal economy are the Legalist Theory, formulated in 1989 by (WEIGO,2012).

Legalist Theory was formulated in 1989 by Hernando De Soto and Voluntarist Theory was formulated in 2004 by Williams Maloney (WEIGO, 2012). Legalist Theory focused on rural-to-urban migration characterized by the fallout of huge costs of formalization including registration and licensing (WEIGO, 2012). The Voluntarist Theory focuses on self-employed and mostly male micro-entrepreneurs who choose to operate informally after weighing the costs and benefits of formality and informality (WIEGO, 2012). In this study, where there is social legislation to enhance self-employed individuals in Plateau State and to foster peaceful co-existence within the state, the Structuralist Theory is adopted for this study.

Transportation, be it formal or informal, is directed towards producing services for the sustenance and order of the society, these then, encourage peace. Peace is a condition in which there is no social conflict and the needs and expectations of individuals and groups are met within a society (Ibeanu, 2006). This means that any effort to improve the socio-economic status of individuals in a society by authorities is a peacebuilding initiative. Maintaining peace is a responsibility of Nigerian government systems, as enshrined in section 14 (2b) of the 1999 Constitution of the Federal Republic of Nigeria.

Governments at different levels embark on different initiatives to build peaceful and stable societies. Loode (2011) alludes to the fact that most peacebuilding interventions by the United Nations involve, among others the design and implementation of economic and economic reforms which will better the lives of citizens. This definition aligns with the change from motorcycle operation to tricycle operation to build peace after several violent conflicts and escalating criminal activities that were believed to be carried out with the aid of motorcycles and their operators within the Jos and Bukuru Metropolises.

### **Informal Transport and Peacebuilding in Plateau State**

Lack of transport infrastructure and services may constrain access to facilities and resources by the poor and that may encourage grievances, leading to conflict or other forms of insecurity (Booth et al., (2000). This horizontal inequality as discussed by scholars like Stewart (2000) encourages the aggrieved to

become aggressive in various ways, most especially, when the inequalities are made obvious. The case of informal transport systems overwhelming the national transport system, thereby encouraging chaos, and the need by governments to reorganize them, presents a case in point which can encourage violence based on grievance. Although, seeking to improve the system, and also on the potentialities of violence and conflict, the process requires proper sensitization and gradual adjustment.

In some cases, as seen with the Plateau state, there are various colourations for the actions of the government. Plateau State Government embarked on the reform in the state's informal transport sector, first considering that the system was a child of necessity, and this necessity was precipitated by the wide gap created by the government's inability to provide both infrastructure and implement it. This has been worsened by corruption and ineptitude which has pervaded the government systems as a whole over time. But notwithstanding, the system had become so chaotic and had opened doors to various forms of criminality and the instigation of violent conflict, which led to an inevitability. By prohibiting the operation of motorcycles to give way to the operation of tricycles popularly called "Keke NAPEP" new policies, which intersected transport reform and peacebuilding, had to be proposed.

Transportation reform requires the enactment of laws (Katz & Puentes, 2005) and the Plateau State Commercial Motorcycles (Prohibition) Law 2010 was just that. But apart from the necessary need for reorganization, the Plateau State Government cited security situations and fears for the prohibition of motorcycles (BBC News Africa, 2012; Leadership Newspaper, 2012). The government continued saying that the ban on the operations of motorcycles was to reinforce peace through orderliness in transportation within the Jos and Bukuru metropolises such that it would reduce crime and check the opportunism of Boko Haram militants (Leadership Newspaper, 2012). But two issues remain contentious, one was the possible grievance of motorcycle owners and riders who felt the brunt of the reform; two, the larger effects of transiting from a common form of transport to another, most especially considering the economic implication of new transport costs, and a reduction in small business opportunities due to limited numbers of the tricycles to achieve the objectives of the law. However, the government purchased 300 taxi cabs and 500 tricycles to replace the motorcycles and distributed them based on the advance transfer of prospective owners on loan, which they would pay in instalments over 2 years (Abari, 2012).

This initiative was intended to fill in the potential void of unemployment which was expected due to the reduced numbers, and to provide a safer means of paratransit. But most importantly, to uphold the social contract which requires a sense of responsibility towards peace and security of lives and property. Booth et al. (2000) said

investment in transport can create economic and other opportunities for the poor population by providing employment or enhancing the mobility of household members. It creates jobs for the youth who when unemployed can be the foot soldiers in collective violent conflict.

Through a collaborative effort with various security agencies, the Plateau State Government succeeded in implementing these reforms. The main issue for this research, is whether this reform has achieved its objectives? Has the reform built peace in Jos and Bukuru metropolis? These questions will be answered quantitatively in this study.

### **Similar Studies**

Cervero and Golub (2007) carried out a study using exploratory research design to discuss the cost factors in informal transport generally. They discovered that environmental and traffic costs were key factors in paratransit systems. Some other studies such as Rimmer (1984), Joewono and Kubota (2005), Owolabi and Akinwumi (2011), and Nwaogbe, Ibe and Ukaegbu (2012) were carried out to explore the characteristics of paratransit systems in some developing countries (some including Nigeria) discovered that paratransit services are “gap fillers, and important sources of employment for the poor, a means of mobility for the poor, and convenient for use within areas with poor infrastructure. Even though they are prone to accidents, they are preferred because commuters have the ability and willingness to pay for them. A common conclusion among all of them is that within the underdeveloped South, paratransit systems are inevitable, and even though the poor population are vulnerable to its various complications, it serves to fill an important gap, which could have negative effects if they were not existent. Therefore, an initiative that reorganizes and improves paratransit systems reduces the involvement of youth in crisis.

Akin-Tepede (2010) examined the impediments to adopting sustainable transportation in developing countries using tricycles in Nigeria as a case study. He focused on the marketing perspective of tricycles imported to Nigeria without looking at the operation of the tricycles. Ikot et al. (2011) carried out a study to assess the economic implications of the motorcycle ban in the Uyo Metropolis of Akwa Ibom State, Nigeria, using simple percentages and frequency counts as tools of analysis. They found out that the ban was not enough to reduce insecurity and crime in the state. From the review of existing studies, there are very few empirical studies in this area and there is a gap in knowledge in the area of informal transportation (paratransit) reform and peacebuilding in any crisis area in Nigeria.

## Methodology

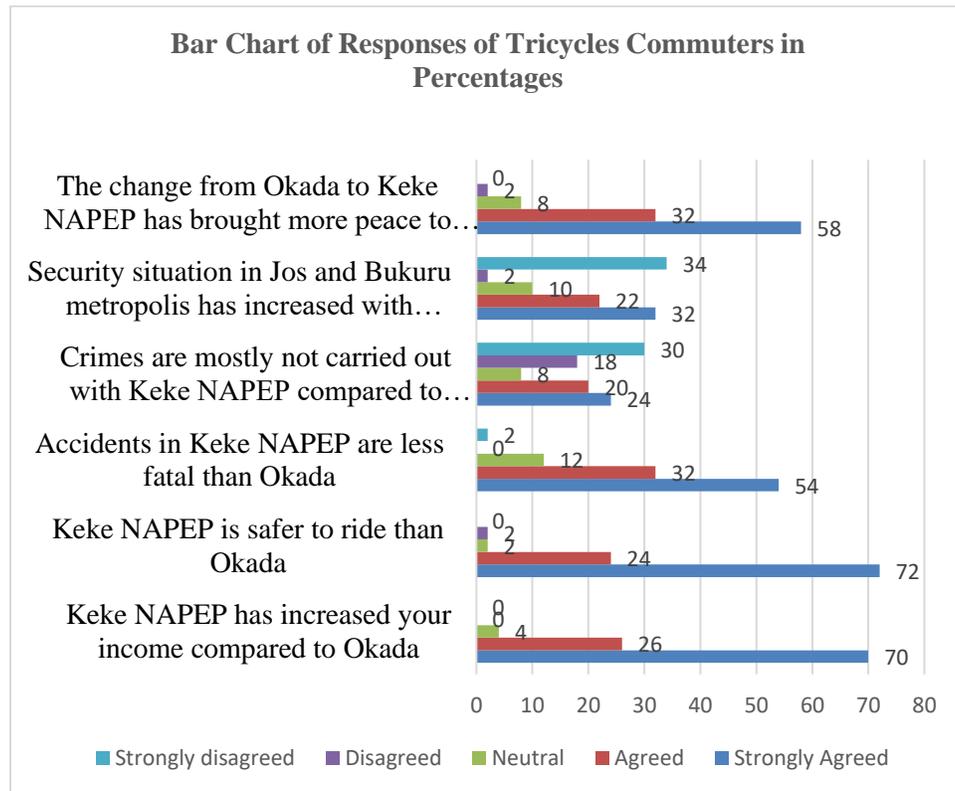
A survey research design was adopted for this study in order to empirically find out the effects of transportation reform on peacebuilding in Plateau State, Nigeria. The focus of this study is on those residing in the crisis areas of Jos and Bukuru metropolis of Plateau State. The respondents considered were tricycle commuters and operators who were initial motorcycle commuters and operators respectively. The sample sizes were 199 respondents for tricycle commuters and 50 for tricycle operators and a stratified random sampling technique was adopted to choose the respondents between the Jos and Bukuru areas of the city.

The instrument used in collecting the data for this study was a 5-point Likert-type questionnaire for the commuters and operators separately. This is because it guarantees a high degree of anonymity for individuals as well as ensures the use of standardized questions for all the respondents (Olabisi, 2010). Bar charts were used to present the responses from the questionnaires and a non-parametric technique of Mann Whitney U test was used to analyze and test the hypotheses on the two leading Likert-type questions in the two questionnaires using a Statistical Package for the Social Sciences (SPSS). Analysis of Variances (ANOVA) test was employed to analyze and test the hypotheses on the Likert-Scale questions in the two questionnaires using SPSS. The use of Mann Whitney U test for Likert-type questions analyses and ANOVA test for Likert-Scale questions analyses was justified by the study of Boone and Boone (2012).

## Results and Discussion

The responses from the two questionnaires (Tricycle commuters and operators) are presented in Figures 1 and 2 below:

**Figure 1**



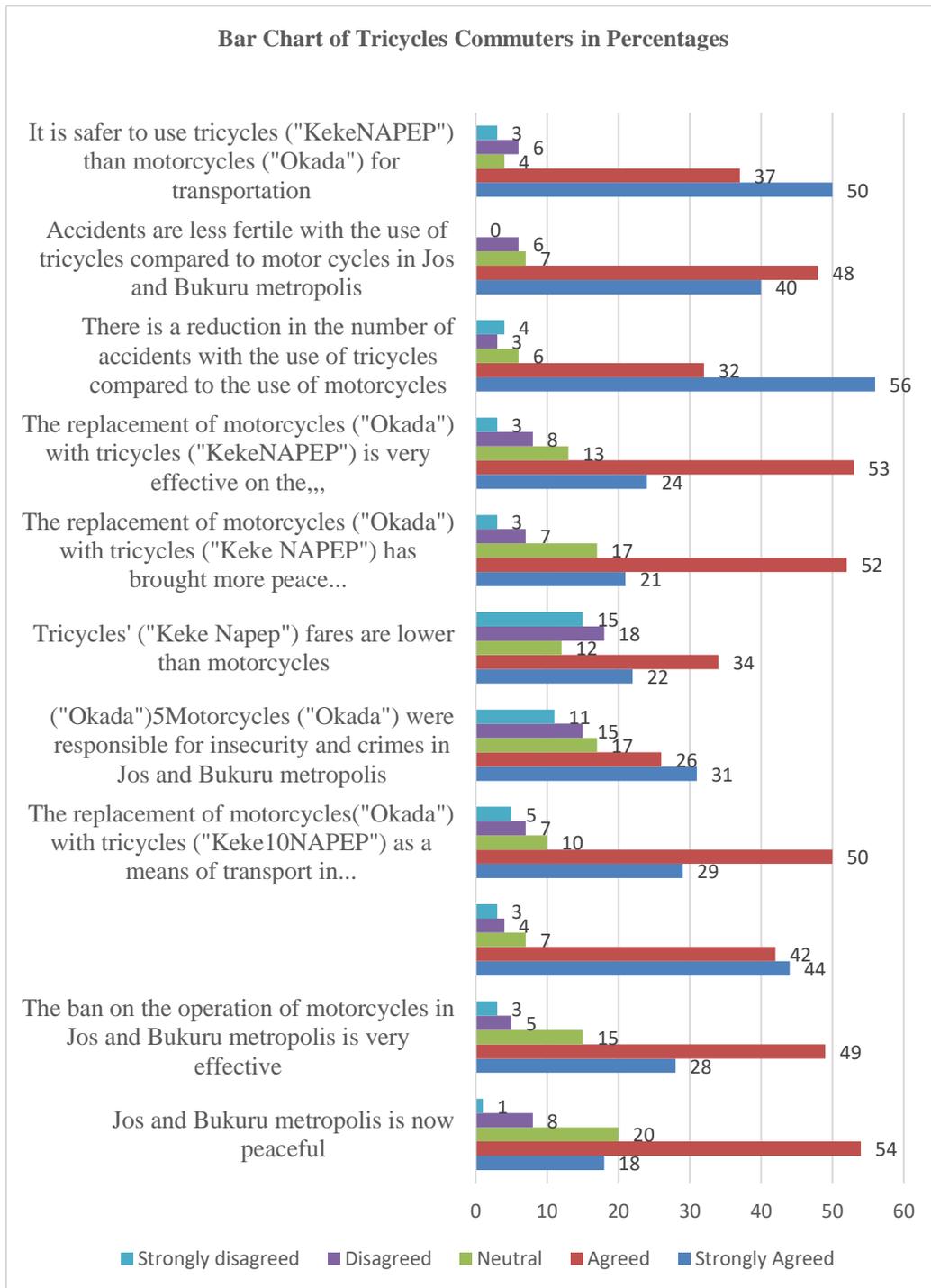
The questionnaire designed for the tricycle operators obtained information on their income status, safety, security and crime, and the overall peace status of Jos and Bukuru metropolises after the banning of motorcycle operations. From the responses, 96% of the tricycle operators are in agreement that the use of tricycles for commercial operations has increased their income and that tricycles are safer for transport business than motorcycles. Forty-eight per cent of the operators did not agree that there are fewer crimes with tricycles than motorcycles, while 44% agreed that fewer crimes are perpetrated with tricycles than motorcycles, and 8% were undecided. However, 54% of the operators agreed that the security situation in Jos and Bukuru metropolises has improved with the change from motorcycles to tricycles, and 80% agreed that transportation reform changing from motorcycles to tricycles has brought peace to Jos and Bukuru metropolises.

Figure 2 below is in response to a questionnaire designed for commuters to obtain information on the effectiveness of the ban on motorcycle operations and the introduction of tricycles in Jos and Bukuru metropolises. It concerns fairness of transport fare

charged by tricycle operators compared to motorcycle operators, the safety of tricycles, and the security and peacebuilding efforts of the government. From the responses, 77% of the commuters agreed that the ban on motorcycle operations is effective; 86% of the commuters agreed that the use of tricycles is a welcome development and 79% of the commuters said replacement of motorcycles with tricycles is effective. It can be seen that the majority of the respondents accepted the reform.

The responses in Figure 2 show that 56% of the commuters agreed that the transport fares charged by tricycle operators are cheaper than fares charged by motorcycle operators and that it is safer, with fewer accidents and fewer fatal accidents with tricycles than motorcycles with responses of 87%, 88% and 88% of the commuters respectively. Seventy-two per cent of the commuters agreed that there is peace in the Jos and Bukuru metropolises and that motorcycles were responsible for insecurity in the Jos and Bukuru metropolises (57% of the commuters). Seventy-three per cent of the commuters agreed that the replacement of motorcycles with tricycles had brought more peace to Jos and Bukuru metropolises and 77% of the commuters said that the transportation reform is effective in the peacebuilding effort of the Plateau State Government. The results in Figure 2 have shown the acceptability of the transportation reform as it is effective in peacebuilding in Plateau State.

Figure 2



### Test of Hypotheses

The hypotheses below for Likert-type data were tested using SPSS.

H01: Tricycle operators feel that transportation reform is not responsible for the progress in peacebuilding in the Jos and Bukuru metropolis.

H0 2: Tricycle commuters feel that transportation reform is not responsible for the progress in peacebuilding in Jos and Bukuru metropolis.

The results are shown in Table 1 below:

**Table 1: Mann Whitney U Test Results**

Group of Respondents	Likert-type Question	Mann-Whitney	P-Value (2-tailed)
Operators	Q 6. The change from motorcycles to tricycles has brought more peace to Jos and Bukuru metropolis	0	0.000
Commuters	Q 8. The replacement of motorcycles with tricycles is effective in the peacebuilding effort of the government in Jos and Bukuru metropolis	240	0.000

**Source: SPSS Computation in Appendix 1**

Table 1 shows that both hypotheses (H01 and H02) based on the Likert-type data are rejected at the 0.05 level of significance because P-Values are less than 0.05 (i.e. 0.0 for both Q 6 and Q 8). This means that both tricycle operators and commuters feel that transportation reform in Plateau State is responsible for the progress attained in peacebuilding in Jos and Bukuru metropolises.

The same hypotheses (H01 and H02) were tested based on the Likert-scale data using the ANOVA test analyzed using SPSS. The ANOVA test results for the two groups of respondents operators and commuters are shown in Tables 2 and 4 below:

**Table 2: ANOVA Test Results -Tricycle Operators**

		Sum of Squares	Df	Mean Square	F	P-Value
Tricycles have increased your income more than motorcycles	Between Groups	6.242	1	6.242	33.374	0.000
	Within Groups	8.978	48	0.187		
	Groups	15.220	49			
	Total					
A tricycle is safer to ride on than a motorcycle	Between Groups	8.820	1	8.820	40.708	0.000
	Within Groups	10.400	48	0.217		
	Groups	19.220	49			
	Total					
Accidents with tricycles are less fatal than motorcycles	Between Groups	17.209	1	17.209	45.111	0.000
	Within Groups	18.311	48	0.381		
	Groups	35.520	49			
	Total					
Crimes are mostly not carried with tricycles like motorcycles	Between Groups	20.056	1	20.056	9.044	0.004
	Within Groups	106.444	48	2.218		
	Groups	126.500	49			
	Total					
The security situation has improved with tricycles compared to motorcycles	Between Groups	25.920	1	25.920	10.652	0.002
	Within Groups	116.800	48	2.433		
	Groups	142.720	49			
	Total					
The change from motorcycles to tricycles has brought peace	Between Groups	15.309	1	15.309	66.134	0.000
	Within Groups	11.111	48	0.231		
	Groups	26.420	49			
	Total					

**Source: SPSS Computation**

Table 2 shows that based on the Likert-scale data, H01 is rejected at the 0.05 level of significance because all the P-values are less than 0.05. That means that tricycle operators agree that transportation reform in Plateau State is responsible for the progress attained in peacebuilding in the Jos and Bukuru metropolises.

**Table 3: ANOVA Test Results**

		Sum of Squares	Df	Mean Square	F	P-Value
Jos and Bukuru metropolises are now peaceful	Between Groups	67.925	1	67.925	174.628	0.000
	Within Groups	76.627	197	0.389		
	Groups	144.553	198			
	Total					
Ban of motorcycles is effective	Between Groups	88.746	1	88.746	201.531	0.000
	Within Groups	86.75	197	0.440		
	Groups	1175.497	198			
	Total					
The use of tricycles is a welcome development	Between Groups	105.066	1	105.066	276.366	0.000
	Within Groups	74.894	197	0.380		
	Groups	179.960	198			
	Total					
Replacement of motorcycles with tricycles is effective	Between Groups	111.484	1	111.484	225.880	0.000
	Within Groups	97.230	197	0.494		
	Groups	208.714	198			
	Total					
Motorcycles were responsible for insecurity and crimes	Between Groups	117.345	1	117.345	93.073	0.000
	Within Groups	248.374	197	1.261		
	Groups	365.719	198			
	Total					
Tricycle fares are cheaper	Between Groups	98.030	1	98.030	69.100	0.000
	Within Groups	279.478	197	1.419		

	Groups Total	377.508	198			
Tricycles brought more peace than motorcycles		87.288 90.833 178.121	1 197 198	87.288 0.461	189.311	0.000
Replacement of motorcycles with tricycles is effective on governments peacebuilding effort		87.407 90.452 177.859	1 197 198	87.407 0.459	190.367	0.000
There is a reduction in the number of accidents with tricycles than motorcycles		108.782 69.127 177.910	1 197 198	108.78 2 0.351	310.009	0.000
Accidents are less fertile with tricycles more than motorcycles		68.304 62.832 131.136	1 197 198	68.304 0.319	214.158	0.000
It is safer to ride on tricycles than on motorcycles		126.060 71,377 197.437	1 197 198	126.06 0 0.362	347,926	0.000

Source: SPSS Computation

Table 3 shows significant values (with P-Values less than 0.05) of the Likert-scale data. This implies that H01 is rejected at the 0.05 level of significance, translating that tricycle commuters agree that transportation reform is responsible for the progress attained in peacebuilding in Jos and Bukuru metropolises.

## Conclusion and Recommendations

From the findings, this study concludes that the recent transportation reform banning the use of motorcycles for commercial operations and replacing them with tricycles in Jos and Bukuru metropolises has yielded positive results on peacebuilding in Plateau State. Both the tricycle operators and commuters are in agreement with the results that found positive effects of the transportation reform.

The following recommendations are advanced by this study:

1. There should be an expansion of roads by the government within the Jos and Bukuru metropolises to accommodate the increase in the number of tricycles operating to avoid traffic congestion.
2. Local Government Councils within the Jos and Bukuru metropolises should build tricycle parks. It may increase the Internal Revenue Generation (IGR) of the Local Governments.
3. Jos Metropolitan Development Board (JMDB) should design stops for tricycles to avoid traffic obstruction with illegal stops and parking. The government should be able to generate revenue from tricycle operators stopping or parking illegally.
4. The government should sustain the peace built by the transportation reform by consolidating the reform through healthy control of tricycles in Jos and Bukuru metropolises based on environmental costs and traffic costs of para-transits.

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