

BEMOA and the Management of Okada Business in Kwande Local Government Area, 1975- 2022

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ABSTRACT

The going into extinction of human portorage, animals and bicycle commercial transport system paved way for the rise of motorcycles as means of commercial transportation in Kwande Local Government. Popularly referred to as Okada or Mba-Hayaa, motorcycles are used for public transportation in the area which is patronised by the populace because of the advantages it has over the other means of transportation, the development of Okada means of transportation triggered the formation of Kwande Motorcycle Transport Association (KMTA) in 1980 which became an umbrella body in managing the trade in the area. This paper examines the emergence of motorcycles as means of commercial transportation and its impact on the economy of Kwande Local Government Area. The challenges

associated with Okada operations are also discussed, the Paper concludes that the formation of a unified union body for commercial Okada business brought about sanity and orderliness in doing the business in Kwande Local Government Area of Benue State, Nigeria.

Keywords: *Motorcycles, Transportation, Economy, Kwande*

Introduction

The twentieth century witnessed a rapid growth of the road transport systems all over the world. This growth was the result of three remarkable developments of the early twentieth century: the improvement of the internal combustion engine (a modified version of the fuel engine invented in the 1860s and modified by Daimler in 1876); the invention of the pneumatic tyres by Dunlop as from 1888, which permitted the production of portable, door-to-door transport automobiles and the progress in road construction technology, which resulted in the construction of modern highways all across Europe, America and indeed the entire world in the course of the twentieth century.¹

The history of transportation in Kwande Local Government Area dates back to the pre-colonial era, when modern transportation facilities such as roads and other transport facilities were virtually non-existing, emphasis then was on bush paths. The most widely used modes of transportation in the area during the pre-colonial period were the human portorage, donkeys, camels and horses, water transport was used in few areas that were streams which contributed immensely to the economic growth as well as security to Kwande Local Government Area. By the beginning of 1975, Okada means of transportation had

started spreading as important means of commercial transport in the area due to its nature and operations. The challenges encounter by the operators triggered the formation of a unified body which was to supervise and control their operations in the ability to deliver an improved, efficient, effective, affordable, accessible, safe, and reliable commercial transport system in the area which will prosper the economic and social aspect in Kwande Local Government Area.

Emergence of Commercial Okada Business in Kwande Local Government Area

Before the introduction of motorcycles for commercial transportation in Kwande Local Government Area, transport in the area was essentially through the use of human portorage, animals and bicycles. The carriage of goods by man at the same time as he transports himself by walking was the major means of transportation, few wealthy people had horses and camels which were also use as a means of transportation of people and goods as well as few bicycles which were used for commercial purpose.² Most of the head porters were recruited from nuclear and extended family settings. Majority of heads of families in Kwande area were subsistent farmers who depended greatly on their wives and children for the movement of agricultural products from their farms.

Human porters during this period made use of local roads or bush paths that linked neighbouring villages and markets such as Gube-Usar, Jato Aka, Ikyogen, Achia, Koti Apera, Ada-Mbahura, Ajio, Koti-Mbakunu, Gbajul, Angir-Uyough among other settlements and markets. Perhaps the name *Mba-Alalo* was adopted because of the trek able distance involved in any movement from one

location to another.³ There were also Professional carriers (mainly strongmen) who sustained their livelihood through carrying goods from one place to the other.

Although Icheen Vitalis opined that human portorage was a time-wasting transport system since its cost - effectiveness depended on seasonal changes as well as the security along the routes as well as the breakdown of those involved in the exercise, this and many other reasons triggered the emergence of motorcycles as means of commercial transportation in Kwande area in the early 1970s.⁴ In Kwande, the use of motorcycles by individuals had existed in the 1960s, although they were used mainly for private purposes and not commercial, the likes of Aluna Damkor, Yese Ugege, Peter Abuul, Orvesen Iwyange Dzekah, Timin Ayu, Teryila Ati, Ityokar Baaki, Akaayar Bee, and Zachariah Icheen among others were the wealthy class that could afford to purchase motorcycles at that time in the area.⁵

It is opined that the commercial use of motorcycles began in Calabar, the capital of Cross River State of Nigeria in the early 1960s. It's use for commercial services grew after the nationwide retrenchment of civil servants in 1975/76.⁶ Apart from Calabar, documentary evidence also shows that motorcycles were first introduced for public transport in the northern Nigerian town of Yola in 1965.⁷ By the 1970s, the use of motorcycles for public transportation had gradually spread to other parts of Nigeria including Kwande area.

Commercial motorcycle transport popularly known as Okada also referred to in as *Mba-Hayaa* in Kwande⁸ refers to commercial motorcycle operators. The name *Okada* was borrowed from the then popular Airline in Nigeria, "Okada Air" which was owned by Chief Dr.

Gabriel Osawaru Igbinedion (the Esama of Benin Kingdom), an indigene of Okada in Ovia North East Local Government area, it was an Airline based in Benin City, Edo State.⁹ It was therefore easy to convince a young struggling farmer, business man or teacher that riding on an “*okada*” motorcycle will give them the same speed they would have experienced on an Okada Airline jet .¹⁰ Okada Airline was a local airline that was not popular for its comfort but remained the most used local airline in the country at that time.

The idea of using motorcycle to carry passengers/commuters in Kwande communities came up in the mid-1970s when Mr Alam Jue who was a bicycle commercial transporter bought the first motorcycle that was used for commercial purpose in Kwande area known as “Road-master 195”, he bought the motorcycle at the rate of N250 during his visit to his uncle in Enugu.¹¹

As they were already known in other places, the first group of motorcycle transporters in Kwande were given the name, Mba-hayaa and were later referred to as *Okada* because they could manoeuvre between the shallow bush paths and take you to your destination in time. Because of the comic irony of this name being used for a cyclist and for the popularity of the airline, the name *Okada* for the commercial motorcyclist was never to be forgotten and eventually became as popular as it is now. In Kwande Local Government area, the pioneers of commercial motorcycle business were; Mr. Alam Jue (Founder), Agberagba, Aseer Gbar, Adagi Abihyev, Ikyaribo, Terna Tume, Verr Aji, Terkula Shamija, Akor Kor, Nongo Tyav, Iorakaa Bigila, John Akaabo, Sunday Vashir, Iorfa Avule and Ajiva Umaru.¹²

The major factor that triggered the proliferation of commercial motorcycle transportation in Kwande was the high rate of unemployment prevalent in Nigeria in the 1980s, this was a fall-out of the downturn in the Nigerian economy at that period. As part of its efforts to manage the economic problems of the time, the civilian government under Alhaji Shehu Shagari (1979-1983) introduced severe austerity measures which resulted in the mass sack of workers at the federal and state levels between 1981 and 1983. The General Muhammad Buhari military regime that succeeded the Shagari administration in 1983 also pursued a policy of staff rationalisation in the civil service. For instance, in July 1985, more than 6,000 federal workers were sacked across the nation.¹³ Those who were disengaged from their appointments in Kwande local government council area like Joe Dyako, Dechi Aba and Aonder Deapera desperately sought for employment and found a way out by engaging themselves in the motorcycle commercial business.¹⁴

Also, another factor that contributed to the emergence of Okada business in Kwande was the relative lucrative nature of the business. Generally, the Okada operators derive reasonable profit from their operations. Most of the operators interviewed claimed that they make an average of about N3, 000.00 to N5, 000.00 on a daily basis after satisfying all expenses.¹⁵ The lucrative nature of the business contributed to the sustainability of the business in Kwande Local Government area.

Formation of Okada Union in Kwande Local Government, 1980-2022

Okada began to gain more popularity in Kwande Local Government Area in 1980 due to economic

difficulties at the time and as well as youthful exuberance, some youths began to venture into Okada transport for commercial purposes which was to transport willing passengers and goods through the narrow or bad roads to far inaccessible parts of Kwande.¹⁶ Okada commercial transport became the major mode of transportation in Kwande Local Government as it was easily affordable and very flexible. The lingering challenges pushed hundreds of people both skilled and unskilled workers to register for motorcycle business in Kwande Local Government for means of survival and to sustain their livelihood.¹⁷

The popularity and widespread acceptance of Okada commercial transport gave rise to the formation of Kwande Motorcycle Transport Association (KMTA) in 1980 which was processed and formally registered following the Restructuring of Trade Unions bill of the Federal Republic of Nigeria, 1978¹⁸ by Barr. A. A. Odeh who was the first Legal Adviser of KMTA in 1980. The Association became the first registered commercial motorcycle association in Benue State.¹⁹

Kwande Motorcycle Transport Association (KMTA) then comprised of the present day Kwande and Ushongo Local Government Areas and Nongo Tyav was elected as the pioneer President General of KMTA in 1980, to a tenure of three years as it was stated in their constitution.²⁰ KMTA performed the following functions;

- i. KMTA assists and takes care of the general welfare of their members, protects them from any victimization from the government agencies as well as individual bodies and it solves members' problems.
- ii. KMTA sets fares and rates and reviews fares when necessary.

- iii. KMTA controlled the conduct of the members and discouraged hooliganism among the members and as well managed and took care of its member's accident scenes.
- iv. KMTA realized funds from membership entry fees, daily dues by members, and other income from members such as levies which were used for the welfare of its members and the growth of the association.
- v. KMTA organized training and road awareness programs for its member to curtail the rate of accidents in the course of their operations.²¹

However, there was great improvement in commercial Okada transport association in Benue State with the formation of Benue Motorcycle Association (BEMOA) under the state leadership of Mr Terseer Akule in 2001. This was formed as a result of the proliferation of commercial Okada associations in every Local Government area of the State. The idea behind the formation of BEMOA was to merge all the Local Government associations including KMTA into a single body for adequate checks and control by the State Government. The smooth transition of KMTA to BEMOA was done during the tenure of Terver Hinga in 2001, which brought to an end KMTA as they became members of BEMOA.²²

The Benue Motorcycle Association (BEMOA) Kwande Branch head office is situated in Adikpo town with over 450 units spread across the local government and 9,000 members across the Local Government area, BEMOA performed various functions ranging from the protection of the welfare of members to the enforcement and regulation of the activities of motorcycle operators.

They also serve in disseminating information from the government to their members. They organise activities to enlighten their members on government regulations and traffic rules.

BEMOA equally assist members financially in raising funds to remain in business. In addition to this, they ensure that law enforcement agents such as the Police and Federal Road Safety Corp (FRSC) do not take undue advantage of their erring members. Above all, the associations also check the conduct of illegal riders who often infiltrate the business with the aim of perpetrating criminal activities. This is usually achieved through the issuance of identity cards to registered members of the association.

**Succession Chart of Presidents General, Kwande
Branch of BEMOA**

S/N	NAME	FROM	TO
1	Nongo Tyav	1980	1983
2	Adagi Abiheve	1983	1986
3	Aseer Gbar	1986	1989
4	Joseph Dyako	1989	1993
5	Tsea Yachiga	1993	1997
6	Iorfa Avule	1997	2001
7	Terver Hinga (Obas)	2001	2002
8	Sunday Vashir	2002	2005

9	Ayila Kor	2005	2009
10	Asongo Tersoo (Alterco)	2009	2013
11	Terfa Iorpande (Tse Geri)	2013	2017
12	Tyonenge Orya	2017	2021
13	Terkaa Angir	2021	Date

Source: Researcher's Fieldwork, 2022

Management of Okada Business in Kwande Local Government Area

The commercial motorcycle business has grown into a major business concern in Kwande local government and it is a fairly well organised business with considerable patronage. Commercial motorcycles ply virtually every route including the highway linking Katsina Ala and Vandeikya towns. Okada riders are always found plying major roads such as Adikpo to Jato Aka road, Iyon to Adikpo road, Adikpo to Koti Yough Road, Ajio to Yaji road, Adikpo to Gube road, Jato Aka to Ugbema road, among others. They cover distances ranging from a few metres to a distance as far as 30 kilometres.

The availability and flexible pricing make the commercial motorcycles affordable to the vast majority of the people that utilise it as a means of commuter transportation. It could reach any nook and cranny of Kwande at a price often considered reasonable by the commuters. The fares charged by the commercial motorcyclist range from N100.00 for a short distance to about N500.00 for long distance; in some cases, it could be higher. But it is relatively cheaper and faster than conventional commercial vehicles.²³

The advantage of flexibility, speed and relative cheapness of Okada transport services is not confined to Kwande alone but is an experience shared in other parts of the country where the service is used.

The brands of motorcycle used in Kwande for public transportation include: Bajaj, Sinoki, Haojue, and Honda. When commercial motorcycle transportation began in 1975, K-90, Kawasaki, Yamaha, Vespa, C75, CG, Roadmaster, MB, Sayang, and Supazaki were the brands that were most commonly used.²⁴ Later, Suzuki and Yamaha came into general use, currently, the most common motorcycles being used for public transportation in Kwande are; Bajaj and Honda Cub. They are said to be durable and consumes low fuel. They are capable of plying rough roads and could conveniently carry two passengers simultaneously, thereby bringing in more profit for the owner.²⁵

Most of the brands of motorcycles mentioned above are imported into Nigeria from Asia. There are also assembly plants that assemble and sell motorcycles locally. These companies include Yamaha Manufacturing (Nig.) Limited, Boulos Enterprises, Honda Manufacturing (Nig.) Limited, Padson Industries Ltd and R.T. Briscoe.²⁶ The price of motorcycle depends on whether it is new or fairly used, for instance, a new Bajaj motorcycle goes for between N480, 000 and N500, 000 while a brand like Honda Cub goes between N400, 000 and 450,000.²⁷ The price of a fairly used motorcycle depends on its brand and duration of use.

Over the years, commercial motorcycle operators have organised themselves into various unions at the state and national level. It is compulsory for anyone willing to operate as a commercial motorcyclist to register with any

of the affiliated associations of the transport unions. The existing associations are the Amalgamated Commercial Motorcycle Riders Association of Nigeria (ACOMORAN), Nigerian Motorcycle transport Association (NIMOTA), Motorcycle Owners and Riders Association (ANACOWA) and Benue Motorcycle Association (BEMOA).²⁸

One of the major challenges confronting the Okada operators in the area is the high cost of setting up the business. A prospective businessman willing to go into Okada business would need between N400, 000 to N500, 000 to start the business. This includes the cost of purchasing a motorcycle (depending on the brand), the cost of registering or licensing it and registration with the riders' association. Given the high cost of buying a motorcycle, it is often difficult for new comers to raise sufficient fund to start Okada business.²⁹ In the cause of managing this challenge, various efforts have been devised by the union to bring solution, for instance, Okada riders who are yet to purchase their motorcycles but rather work for others are often advised to enrol in the association loan and thrift society where they can be given soft loans to purchase their own motorcycles.

Another way of acquiring a motorcycle in the area is through the efforts of wealthy individuals and business men who sell motorcycles to would-be operators on "Hire Purchase". By this arrangement, an operator is allowed to own a motorcycle which he could use for business with the understanding of paying for it by instalments until the cost of the motorcycle is fully off-set. Such a buyer, however would be required to provide someone to serve as his guarantor. In addition, the original documents of the motor bike will not be released to him until he has fully paid his debt.³⁰ Apart from this, operators of motorcycles

also become owners by borrowing money from cooperative societies/thrift, family members and friends.³¹ With these arrangements, many young and unemployed people in Kwande Local Government have been able to acquire their own motorcycle, however, lucrative as the Okada business is in the area, riders and operators are confronted with many several problems.

The contributions of Okada Business to development in Kwande Local Government Area

The motorcycle business has contributed to the community wellbeing in Kwande by providing a cheap, reliable and flexible transport system, making movement of people easy. The motorcycle business has also contributed to an improvement in the security situation, improvement in healthcare access by providing easily available and quick means of transporting the sick to the hospital, and an improvement in the access of education services by enabling easy movement of pupils and teachers to school. Involvement in the motorcycle business has also helped improve the wellbeing of the operators in Kwande which have also had personal advancements in meeting their needs and their households as well as the economic burst of the area.

Commercial motorcycle business in Kwande has contributed greatly to the promotion of agriculture, non-agricultural activities and to poverty alleviation generally. These are discussed hereunder

Promotion of agriculture: Commercial motorcycles have helped in the transportation of agricultural inputs and outputs. Agricultural inputs include fertilizers, agro-chemicals, and high yielding varieties of seeds. All these are conveyed from the point of purchase by the

commercial motorcyclists. Paul Ikyase opined that, the road to his community after Kubolo in Shangev ya are bad so every year it is the commercial motorcycles that convey fertilizers and herbicides for him from Adikpo after purchase.³² This has been the position of most of the people interviewed, hence most of the roads in Kwande local government are generally very bad. Similarly, transportation of agricultural produce such as yams, millet, beniseed, among others, to the markets is done by the commercial motorcyclists. This produce is transported by Okada before or on the day of the markets.³³ These underscore the importance of commercial motorcycles to the promotion of agriculture in Kwande area.

Non-agricultural activities: Many non-agricultural activities are carried out in within Kwande local government, these include sale of motorcycle spare parts, motorcycle mechanics, vulcanizing business and roadside sale of petrol among others. These activities have greatly contributed to the alleviation of poverty in the area.³⁴ Several social groups and associations like Benue Motorcycle Association Units are also formed as a result of commercial motorcycle business, Peer groups associations, Cooperatives and thrift. These associations have been supporting members emotionally and financially especially during weddings and burials.³⁵ Although commercial motorcycle business has helped in the promotion of agriculture, non-agricultural activities and poverty alleviation, the operators stressed on the risks associated with the business. They identified motorcycle-related accidents and deaths, crime and health risks as the most disturbing dangers. With respect to accidents, many of the motorcycle operators attributed it to lack of training and traffic education.

In spite of numerous problems and challenges, Okada business has impacted significantly on the economy of Kwande Local Government in many ways. One important positive impact is the provision of employment for millions of unemployed people which has empowered them economically.³⁶ Many unemployed youths and elderly people have found gainful engagement in the commercial motorcycle business in Kwande local government, some of those who are employed in government service or private enterprise still engage in Okada business either as owners or riders in order to augment their regular income with whatever they are able to make from Okada business

At different intervals, Kwande Local Government have also used motorcycles as poverty alleviation scheme by procuring and distributing motorcycles to the unemployed in the area as part of poverty eradication programme. A good example is that of the then House of Representative member, late Col. Tyohemba Aboho (2011-2015) bought and distributed motorcycles to various beneficiaries during his poverty eradication programme in 2013.³⁷ Also in 2022, the Member, House of Representative representing Kwande/Ushongo federal constituency, Hon. Robert Aondona Tyough, procured and distributed over 200 motorcycles to constituents to boost public transportation and alleviate poverty.³⁸

Apart from those directly engaged in riding motorcycles for commercial purpose in Kwande, many people are into the sale of different brands of motorcycles and the sale of spare parts, in addition to this, they are a good number of people engaged in the business of motorcycle repairs and maintenance. When considered together, it will be discovered that the economic impact of

Okada business in Kwande area cannot be over-emphasised.

Commercial motorcycle operators in Kwande have also contributed to government revenue generation. Government derives a lot of revenue from money paid for plate numbers registration and licenses obtain by motorcycle operators. Also, the daily revenue collection from Okada riders of N100 improves the revenue generated in the local government.³⁹

Furthermore, the operation of motorcycle transporters has eased the transport difficulties encountered by the people in the area. Okada business has filled a big gap in the transport system in Kwande. With the invention and operation of commercial motorcycles, people and goods now go to areas previously impregnable by porterage means of transportation. For instance, there were some rural suburbs in Kwande that were basically inaccessible, such as Abande in Ikyurav Ya, Abuja in Nanev, Kubolo in Shangev Ya and Moon in Turan, to mention just a few.⁴⁰ The Okada has now provided a means of transportation for commuters in these areas.

Despite the positive challenges of the use of motorcycles for commercial transportation highlighted above in Kwande local government area, it has a few negative impacts as well. The greatest perhaps is the high rate of motorcycle-related accidents recorded daily across the area. It is said that more than half of those killed in accidents involving all vehicles are motorcycle riders and passengers.

In Nigeria, the Nigeria Auto Journalists Association (NAJA) revealed in its February 2023 report that 41,693 people died in motorcycle accidents annually with over 30,800 casualties recorded.⁴¹ High rate of accidents is

attributable to lack of training and traffic education among motorcycle operators, impatience on the part of the motorcycle riders, flagrant disregard for traffic rules and regulations, among other factors.

Another negative effect of the use of motorcycle for commercial transportation is its use for criminal acts. It is estimated that more than sixty percent of crimes committed in Kwande are traceable to armed men operating with motorcycles.⁴² Such criminal activities include snatching of personal effects like bags, phones; abduction and killing including raping of innocent people. People of questionable character are among the motorcycle operators, when an unsuspecting passenger stops a rider, a criminally-minded rider could take the passenger to spots where he/she could be raped or robbed. Such criminal activities are usually perpetuated in the early hours of the morning or late at night. This was the reason why the Joint Security meeting in Kwande banned the operation of commercial motorcycles before 6.00am and after 8.00pm.⁴³

Another effect of the increase in the use of motorcycles for commercial purposes is the negative environmental impact on the society. The emission from bikes is adding to the pollution of the environment. Scientists still need to conduct research to measure the actual effect of this pollution. But the view has been expressed that increase in the cases of cancer and terminal diseases are not unrelated to the high pollution of the Nigerian environment. Suffice it to say that the pattern globally nowadays is to reduce environmental pollution by all means. Daily increase in the number of commercial motorcycles does not help in achieving this objective.

Furthermore, it has become difficult for artisans to find people who are willing to learn their trade. From bricklayers and plumbers to mechanics and carpenters, the story is the same. Young people are no longer ready to endure the patience of learning under any master. They prefer to work as Okada riders where they can make between N1, 000 and N3, 500 a day.⁴⁴ If the trend continues, a time may come that some of these trades, plumber, carpentry and painting among others may go into extinction due to the difficulty of getting successors for the present crop of people in the trade, this is a negative impact indeed on the economy and society.

Challenges Associated with Okada Business in Kwande Local Government Area

Like other business endeavours or occupations, the commercial motorcycle business also has its own peculiar challenges. According to operators of *Okada* business, some of the challenges they face are health related. For instance, an Okada rider operates under harsh weather condition which exposes him to various illnesses which compell some of them to indulge in taking alcohol, popularly called “Gogolo” a dry gin in order to reduce the effect of the direct cold they are often exposed to as they operate in the early hours of the morning.⁴⁵ There is also the issue of social stigmatisation from members of the public because people generally look down on Okada riders, they are seen as people who cannot get better jobs in the society.⁴⁶

Critics of the Okada business maintain that the expansion in the business has increased the number of road accidents in the area. This has led to the loss of lives and in many cases permanent disabilities to victims. For

instance, in 2022 about 369 cases of Okada accident were reported in General Hospital Adikpo.⁴⁷ This, no doubt, is also the case in other local governments across the state. Over the years, accidents involving Okada riders have kept on increasing in direct proportion to the increase in the number of motorcycles operating for commercial purposes in the area. Recklessness and refusal to comply with traffic rules have been largely responsible for these accidents. Okada riders are also reported to constitute nuisance on the highways since many of the riders do not obey traffic rules. Aside from this, their members are also reported to be extremely violent, resorting to jungle justice to get easy passage of their erring members whenever the situation warrants.⁴⁸

Whatever may be the reason, it is an undeniable fact that the high number of *Okada* on the road have gradually changed the face of commercial transportation and road safety in Kwande for the worse. Most of the *Okada* rider have resigned to fate thereby subjecting themselves to unprecedented level of drug addiction, over-speeding and reckless riding, sexual promiscuity and careless sexual act, involving in various levels of accidents on the roads among others. Despite *Okada* services benefits, the number of casualties of *Okada* had increased in an exponential order. Currently, *Okada* operations in the area is noted for all sorts of menace, it is associated with robbery operations, accidents, kidnapping and the likes.

The problem of poor riding skills of the riders, issue of underage and illiteracy of the operators according to Terkaa Angir, (The chairman of Benue Motorcycle Association, Kwande branch) have remained a big challenge to the system.⁴⁹

The increased unnecessary intimidation and extortion of *Okada* riders by the Nigerian Police in Kwande has also posed a great challenge in their operations, the harassment is worst at night, as police officers often go out around 10:00pm, posing as passengers only to seize their motorcycles, and the officers collect between N3000 to N5,000 to release seized motorcycles.⁵⁰ In 2019, a commercial cyclist was killed and another fractured on their refusal to pay a bribe of N100 at a police check point along Adikpo-Ikyogen road on their way back from Adikpo, this resulted to a massive protest organized by the Kwande Youth Council at Ikyogen calling on the Federal Government and the Inspector General of Police to arrest and bring to book the police officer that killed the cyclist.⁵¹

Commercial motorcycle riders are also faced with the challenge of threat to life and insecurity in Kwande. This has been confirmed through issues of bike theft and killings of *Okada* riders, a 20 years motorcyclist Aondohemba Mda was allegedly murdered in cold blood for rituals along Ikyogen – Achia road in Kwande by ritualists, he was slaughtered and his heart removed as they fled on his motorcycle on 10th January, 2009.⁵²

Conclusion

From the foregoing, it has been established that several factors contributed to the emergence and proliferation of the motorcycle as a means of commercial transport in Kwande. One of these factors was the national economic downturn since the 80s which further encouraged people to seek alternative means of survival and commercial motorcycle venture readily offered such opportunity, which led to the formation of a body to curtail and check mate the excesses of members and their

welfare in the area. The Okada business has contributed both positively and negatively to the economic development of Kwande Local Government since 1975.

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39. Oral interview, Ayahemba John, 51years, Revenue supervisor, Adikpo, 10/01/2023
40. Oral interview, Akungu Jime, 47 years, farmer/okada, Tse Dzugba, 30/12/2021
41. National Bureau of Statistics, 2023

42. Oral interview, Col viashima, 69 years, retired security officer, Adikpo, 10/01/2023
43. Oral interview, Col viashima, 69 years, retired security officer, Adikpo, 10/01/2023
44. Oral interview, Jime Iorgbidye, 52 years, a Plumber, Abia-Mbawer, 11/01/2023
45. Oral interview, Akanyi Basil, Okada Rider, 35 years, Gbe, 20/11/2022
46. Oral interview, Joe Dyako, 64 years, Okada man, Adagi, 27/12/2021
47. Oral interview, Ahundu Martina, 40 years, Staff Accident and emergency unit, General hospital Adikpo,
48. Oral interview, Akanyi Basil, Okada Rider, 35 years, Gbe, 20/11/2022
49. Oral interview, Terkaa Angir, 47 years, Current Bemoa Chair, Kwande, Jato-aka, 26/12/2021
50. Oral interview, Akanyi Basil, Okada Rider, 35 years, Gbe, 20/11/2022
51. A press statement by the president, Kwande Youth Council Mr Aloko Nachi, during the protest held in Ikyogen against Police brutality in Kwande, 15th September, 2019.
52. The Voice, 23/01/2009, Vol 4, No. 61496