IMPLICATIONS OF COVID-19 PANDEMIC ON ROAD TRANSPORTATION IN A DEVELOPING ECONOMY

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Abstract

Road transport system is closely related to socio-economic changes in the society. It is concerned with the mobility of people, freight and services from one point to the other. The major actors in this business are the drivers. The aim of this study was to assess the effect of COVID-19 on the economic power of both commercial and truck drivers during the pandemic. The study area was Kwara state, located in the North central part of Nigeria. The category of the drivers identified in this study were passenger bus drivers and truck drivers, this formed the sample frame for this study. The study used a survey design method with the help of a structured questionnaire. Two hundred copies of the questionnaire were distributed to the various parks and registered terminals used for this study. One hundred and forty-two of this copies were eventually correctly filled and returned for analysis. Findings revealed that the pandemic has a significant negative impact on the economic power of commercial bus drivers at 5% significance level ($\beta1 = -0.263$, $p<0.05$). In the same vein, the pandemic has a significant positive impact on the economic power of truck drivers at 5% significance level ($\beta1 = 0.532$, $p<0.05$). It is recommended that transportation policy in the case of road transport should be strengthened to ensure strict compliance by all users of the road.

Key words: *Road transport, COVID-19 Pandemic, Developing Economy, Commercial bus drivers, Truck drivers*

Introduction

The road is the most prevalent and widely used means of transportation in Nigeria (Nwafor & Onya 2019). Nigeria is one of the world's greatest emerging economies, alongside Brazil, China, Colombia, India, Indonesia, Iran, Mexico, Russia, South Africa, Turkey, and Vietnam. These are populous countries with considerable urban structure changes. Pojani and Stead (2017). Road transport accounts for more than half of the commodities transported within the Nigerian enclave (Ahmad, 1996). High levels of dependability and flexibility, as well as acceptable average speeds and costs, are significant factors driving its success. The road transport sector is competitive nowadays in several areas. Road transport is currently extremely dependable and versatile, able to meet both consumer requests and unforeseen conditions (Mondel & Watkins, 2013). The COVID-19 reactions in metropolitan regions, from social distancing to lockout rules, had a considerable impact on mass transit networks designed to transport a large number of people in congested urban locations (Buehler & Pucher, 2021). Despite rising congestion on many central

European roads and enforced break breaks for both drivers and vehicles, the average speed of road haulage is in accordance with the expectations of manufacturers. Furthermore, because transportation expenditures are typically a small fraction of overall business expenses, manufacturers may be able to easily afford the costs of road operations. As a result, road transport serves the majority of the industrial and retail sectors (Mondel & Watkins, 2013).

The unexpected COVID-19 outbreak has presented challenges for the transportation and logistics industry, including strict import and export regulations, a decline in passenger travel demand, a change in transportation companies' customer relationship situation during the COVID-19 pandemic, and so on (Karanan, 2020; Mitrga & Choi 2021).Manufacturing and retail industries (Mondel & Watkins, 2013). Food supply systems failed due to a lack of transportation to move items from the farm to the table. Long-term food production was maintained, but food delivery, particularly to urban people, were delayed. This greatly jeopardised the nutrition of the bottom 40%, who had less ability to hoard food. Furthermore, in many cities in developing countries, public transport is unofficial and privately owned. Owners and drivers of buses, as well as taxi and shared-ride drivers, only make money when they move people. As a result, these groups are particularly vulnerable, which is exacerbated by the informality of their trade. Nigeria, which has a population of over 200 million people and is a significant regional player on the African continent, verified its first COVID-19 case in Lagos State on February 27, 2020.

Nigeria's northwestern region is home to Kwara State, which was established in 1976. It is bordered by Benin to the west, the Nigerian states of Niger, Kogi, and Ekiti, Osun, and Oyo to the north, east, and south, respectively. The majority of Kwara state is made up of woodland savanna, however there are some forested areas in the south. One of the least heavily populated areas in the nation is this one. Most of its inhabitants, chiefly, Yoruba, Nupe, Busa, and Baatonun peoples, are Muslims engaged in farming. Yams, corn (maize), sorghum, millet, onions, and beans are the most important staple crops; rice and sugarcane are significant cash crops in the Niger floodplains. Cotton and tobacco are farmed, and traditional crafts include weaving, pottery making, and raffia mat making. River-borne transit on the Niger, now made navigable by locks at the Kainji Dam (in Niger state), up to Yelwa in Kebbi state, is available in Kwara state. The main highway from Lagos passes through Ilorin and Jebba; it is paralleled through the state by the trunk railway from Lagos. The state also has a good network of local roads. Area 14,218 square miles (36,825 square km). Population (2006) 2,371,089.
Ilorin, the capital has a number of terminals where registered commercial buses and trucks operated from. Some of these are Benue Links Nigeria Ltd, Harmony Transport services, Peace Mass Transit, Safe trip buses, Ilorin Mass Transit bus, KASMAG Line, Royal Riders Transport Services, Tribel Global Motors, Kwara Express Ltd, Okin Motors and Sons, Chase Express and Al-heri Lai Motors. The buses are in two categories; fourteen-seater buses and eighteen-seater buses. Also, some of the trucks available in the state are Semi-trailer (tent and tarpaulin), Truck Jumbo, Truck-trailer, Refrigerated truck, Lorry tank/tankers, Timber lorry and

Isotherm. Each of these trucks are specially designed to suit the purpose for which they are meant for ranging from haulage of long and short-length cargoes, perishable goods, food items, forest and trunk products etc.

The rising body of research on the impact of Covid-19 is frequently discussed in the perspective of affluent countries, indicating a vacuum in understanding of how the pandemic affects underdeveloped countries, particularly in the field of road transport. As a result, during the pandemic, this article examined the influence of the COVID-19 pandemic on the economic power of passenger bus and truck drivers in Kwara State, Nigeria.

Objectives of The Study

The study's main goal was to evaluate how the covid-19 pandemic will affect the economic strength of transport operators in the study area. Specific goals included:

1. assessing how the covid-19 pandemic has affected the economic power of passenger bus drivers in Kwara State, Nigeria.
2. assess the effect of the COVID-19 epidemic on the economic power of truck drivers in the Nigerian state of Kwara.

Research Hypotheses

Ho1: Covid-19 pandemic does not have any significant impact on the economic power of passenger bus drivers in kwara state, Nigeria.

Ho2: Covid-19 pandemic does not have any significant impact on the economic power of truck drivers in kwara state, Nigeria.

Scope of the Study

The scope of the study was between 2020 and 2021, immediately after the Federal government of Nigeria partially lifted the ban on inter-state travels.

Review of Related Literature

Transportation system

Nwafor M. and Onya O. (2019) define a transportation system as the process of moving people and things from one location to another. In a similar spirit, Good and Jebbin (2015) define transportation as a system for moving people, supplies, and things locally and globally, frequently utilising power-driven machinery. It is frequently understood to relate to the transportation of people and things between locations (Okeafor, 1998).Transportation service refers to the physical distribution activity of transferring commodities to their numerous clients (Good and Jebbin, 2015). Because consumers and producing areas are geographically divided, transportation is the key activity that allows those residing outside of production areas to receive goods. It transports commodities over land, water, and mountains, among other terrains, using roads, railways, ships, and aircraft both inside and between countries (Good and Jebbin, 2015). The foundation of a country's requirement for economic development is its national and international transportation system. An efficient internal transport system promotes economic integration by situating places with favourable manufacturing conditions (Okeafor, 1998).

Transportation Development in Nigeria

According to Walker (1958), the expansion of transport and communication during colonial control reflected both the metropolis' ambitions and the surrounding technological and economic circumstances. The first phase of engagement took place on the water, with ports in riverine and coastal regions serving as entrance points and bases for exploring the interior. Because the northern and southern railway networks were not linked until 1912, rivers were the sole means of mass transportation between the two regions throughout the early years of British transportation development, particularly between 1990 and 1931. However, with the integration and expansion of the railway system, the internal canals were abandoned. Although automobiles were first introduced in 1909, a comprehensive plan to establish a road system was not devised until 1926. According to Ukwu (1985), road transport swiftly took over as the major mode of medium- and long-distance travel. Taaffe, Morrill, and Gould (1963) were able to establish that some broad regularities allowed for the descriptive generalisation of an ideal typical sequence of transport development in their comparative analysis of the rise of transport in rising nations.Nigeria has a total road length of 193,200 km. The majority of Nigerians utilise buses or cabs to travel between and within cities. The federal and provincial governments built and upgraded numerous highways and trans-regional trunk roads in the 1970s and 1980s. Smaller roads were also renovated by state administrations, allowing rural areas to expand.

However, by the middle of the 1990s, the majority of the roads had deteriorated due to a lack of investment (Microsoft ® Encarta, 2009).

COVID-19 impacts on the transportation industry

The transportation-related study on COVID-19 effects focuses on three areas: mobility trends, use of various forms of transportation, and equitable implications of transportation modifications. Numerous research have been conducted to investigate how people travelled during the pandemic. In a study conducted in Colombia, Arellana J., Márquez L., and Cantillo V. (2020) investigated the short-term consequences of the pandemic on aviation, freight, and urban transport. They discovered that government regulations, such as a ban on air travel, harmed mobility, transit use, and congestion. In the United States, Riggs and Appleyard (2020) examined changes in travel behaviour caused by telework during the pandemic using survey data collected in the initial months of the pandemic (March and April of 2020). It's worth noting that many of the extra trips made on foot and by bike for recreational purposes were caused by telework, or working from home. Abouk and Heydari (2021) investigated Google data on daily location trends for two time periods: pre-pandemic and post-pandemic. They discovered that mobility suffered in pharmacies, retail enterprises, food stores, and recreational facilities during the epidemic. In an Australian survey-based study published in March 2020, Hörcher D., Singh R., and Graham D.J. (2021) analysed the number of days people work from home based on the aspects of their employment and companies, as well as the effects on their commute trips. According to their findings, while females and younger workers were more likely to be able to work from home, low-income individuals were less likely. Beck M.J. and Hensher D.A., Wei E. investigated the time lag impacts of pandemic-

related laws on transport networks in the American cities of New York and Seattle in 2021. They said that when the social distance restrictions were implemented, both cities' vehicle and transport utilisation dropped dramatically. They also discovered a quicker recovery in automobile traffic before reopening, however they did not notice a recovery in transit system utilisation, which reveals significant variations in the effects of Covid-19 limits by mode of transportation.

Pandemic impact on movement in cars and public transits

Personal vehicles and public transportation are the two main modes of transportation in cities. However, studies based on actual volume data have yet to examine changes in car utilisation as a result of the COVID-19 outbreak. Because of the two modes' opposing qualities, the epidemic has altered how people use vehicles, which may differ from how people use buses. Because private automobiles and public transport are complementary and interchangeable, it is critical to examine how their use has changed as a result of the Covid-19 outbreak. Survey data, on the other hand, can have sample biases and capture incorrect data (Giuliano & Hanson, 2017). Previous survey-based research has revealed variances in the use of private automobiles and public transport throughout the epidemic. As a result, a comparison analysis based on more precise and current data is required.

The demand for travel and the usage of transportation modes have shown behavioural shifts in the transportation sector (Beck & Hensher, 2020; International Energy Agency, 2020). More and more academics are attempting to understand how COVID-19's effects on travel during the pandemic. According to some studies (Beck and Hensher, 2020 ; Beck M.J., Hensher D.A. & Wei E., 2020; Borkowski P., Jażdżewska-Gutta M. & Szmelter-Jarosz A.., 2021;Irawan M.Z., Belgiawan P.F., Joewono T.B., Bastarianto F.F., Rizki M & , Ilahi A., 2021; Li J., Nguyen T.H.H., & Coca-Stefaniak J.A, 2020; Shakibaei S., de Jong G.C., Alpkökin P., & Rashidi T.H, 2021; Shamshiripour A., Rahimi E., Shabanpour R. & Mohammadian A. K., 2020), travel-related behavioural changes caused by the pandemic have been surveyed. These studies indicated that there have been changes in travel demand and mode selection to prevent infection. According to their findings, customers favoured individual transportation modes over communal means, and trip production was reduced for a range of trip goals.

Pandemic impact on haulage industry

The COVID-19 outbreak has produced unprecedented modern-day worldwide disruption in every industry. This is especially true in the transportation sector, where large process changes and economic consequences are prevalent. G. Gomez, 2016). To differing degrees, the transportation sector has an impact on many other domains. Because construction sites were stopped as part of the lockdown, for example, haulage in the building space was considerably restricted. Sales of specialty haulage equipment are also dropping, which is terrible news for companies that provide specialised construction equipment. Other areas of the transportation industry, including as food suppliers and consumer delivery services, have seen a significant increase in demand as a result of the pandemic and subsequent lockdown. G. Gomez

(2016). Long-distance truck drivers are the focus of global preventative efforts and education-based initiatives due to their heightened risk of contracting this pandemic. The trucking industry is important in many African countries because commodity transportation is critical to the economy. Because the transportation sector is transcontinental, new national healthcare policies are required for the health plan of action to prioritise truck drivers (Beck & Hensher, 2020). According to studies, the majority of African countries are aware of the risk of poor health outcomes for truck drivers and have developed strategic strategies to address the issue (Lalla-Edward ST, Fobosi SC, Hankins C, Case K, Venter WDF & Gomez G. 2016).

Ho_1: Covid-19 pandemic does not have any significant impact on the economic power of commercial bus drivers in kwara state, Nigeria.

The scientific community is starting to separate these effects to identify who, when, and where people and industries are most intensely impacted given the severity of the economic and societal implications connected with the COVID-19 pandemic (Montenovo et al., 2020).Commercial bus drivers were one of the areas where the pandemic had a significant impact, but less attention has been given to this. Commercial bus drivers' finances have been severely impacted because they were completely off work throughout the pandemic. For instance, the World Bank (2020) discovered that Covid-19 responses, such as the implementation of social distance and lockdown policies, are having a significant impact on passenger transport services, particularly mass transit systems that are intended to move a large number of people in dense urban areas. Transit agencies are struggling financially as a result of the sharp decline in transit ridership. Public transport in underdeveloped nations is primarily unofficial and privately run. Bus drivers and owners only make money when they transport people. These groups are, therefore, very vulnerable. Again Suji, K, Sujin, L, Eunjeong, K, Kitae, J & Jiho, Y (2020) carried out a research study to explore the impacts of COVID-19 on car and bus usage amidst covid-19 pandemic in Daejeon, South Korea. Findings demonstrated that people reduced their trips more drastically during the day and on weekends in response to the pandemic. Additionally, they decreased bus journeys and trips to business locations to avoid congested or shared spaces.As a result, many commercial bus drivers were idle, which cut their compensation greatly throughout the period. Researchers from (Beck and Hensher, 2020a, Beck and Hensher, 2020b; Beck et al., 2020; Borkowski et al., 2021; Irawan et al., 2021; Li et al., 2020; Shakibaei et al., 2021; Shamshiripour et al., 2020) and (Li et al., 2020). They reported that trip generation was reduced for a variety of trip purposes as a result of the restrictions on how many people could move from one location to another in order to slow the spread of the virus, and that people preferred more individual transportation modes to collective transportation modes. This put commercial drivers at a disadvantage because they were not actively involved. Once more, Bian et al. (2021) looked into how pandemic-related policies affected Seattle and New York's transit systems in the United States. After the restrictions on social distance were put in place, they claimed that both cities' vehicle and transport usage sharply decreased. A cross-sectional survey of 282 cab drivers in Jamaica's Kingston and St. Andrew Metropolitan Area was conducted in May 2020.

Seven hubs were used to choose a taxi driver using multi-stage sampling. The data was gathered using a 28-item questionnaire. The self-reported income of people before and throughout the COVID-19 pandemic was calculated, and the correlations between those changes and COVID-19 prevention methods were examined. The COVID-19 epidemic has cut cab drivers' income drastically, which has an impact on health practises and the maintenance of desired health behaviours.

Ho_2: Covid-19 pandemic does not have any significant impact on the economic power of Truck drivers in kwara state, Nigeria.

The crisis has had a variety of effects on haulage companies. Food distributors and those who deliver online purchases have both been extremely busy. Others, however, have noticed a nearly complete decline in their job, for instance, if they were delivering to bars, stores, or restaurants. According to the findings in this area, little emphasis has been made to how the pandemic will influence truck drivers' wages. Dalia, P., Agbomere, O., Regina A., and Otega, B. (2021) evaluated the effects of Covid-19 on the logistics and transportation industry. Findings on the positive effects of COVID-19 reveal significant improvements in the logistics and transportation industries, such as the growth of online retailers with effective delivery options and the development of third-party logistics services as more businesses outsource supply chain operations. Subramanya and Kermanshachi (2021) investigated the impact of COVID-19 on the transportation sector by comparing several modes of transportation in China, including road, air, and rail. COVID-19 was discovered to have a considerable impact on all types of transformation based on the supply and number of voyage passengers. They discovered how the COVID-19's implications influenced three main means of transportation based on both short- and long-term concerns. Concerning the immediate implications on rail travel, problems such as virus spread through touch with infected people's bodies or droplets from infected individuals landing on different train surfaces, as well as passenger preference changes, have been mentioned. Furthermore, Ho et al. (2021) evaluated the impacts of Covid-19 on goods movement, with a particular emphasis on China. The number of confirmed cases of Covid-19 has been shown to have a negative influence on China's road freight transportation turnover, leading to emergency stockpiling and improper management of essential resources and facilities, instability in market supply and demand, and modifications in consumer purchasing and consumption patterns, such as increased fears and declining investments. n a similar line. Luman et al. (2021) conducted research on the influence of Covid-19 on the world's logistics and transportation networks, including aviation, freight, and logistics services. According to the findings, COVID-19 had a substantial impact on the industry. The global economic crisis resulted in a 10% drop in global capacity in 2020. Because of the social distance, regulations have a significant impact on passenger transportation.

Methodology

This study adopted a survey research design. Data were collected through a primary source. The primary data were collected through the administration of a questionnaire on respondents. The respondents in this case were the drivers who registered under

the umbrella of both The National union of Road transport workers (NURTW) and Road Transport Workers Union (RTWU). Apart from these, a sample was drawn from a number of bus terminals in Ilorin metropolis. Among the registered bus terminals operating in the state are; Benue Links Nigeria Ltd, Harmony Transport services, Peace Mass Transit, Safe trip buses, Ilorin Mass Transit bus, KASMAG Line, Royal Riders Transport Services, Tribel Global Motors, Kwara Express Ltd, Okin Motors and Sons, Chase Express and Al-heri Motors. The questionnaire had 22 questions and covered sociodemographic information (gender, age category, marital status, highest level of education, number of people living in the home, and whether the driver was the only provider for the family), bus or truck characteristics and ownership status, income before COVID-19, income since COVID-19, and perceptions of government actions (school closures, police presence, transporting the recommended number of people). COVID19 alleviation package), COVID19 prevention practises (hand sanitization and wearing a mask while carrying passengers), and COVID19 challenges (increased fuel price, increased food price, takes a longer time to get required number of passengers and increased competition from other drivers). The survey was distributed in 200 copies to the various study parks and ports. We discovered that the majority of the drivers lacked literacy and were unwilling to accept our questionnaire, forcing us to request the help of park management for distribution and collecting. The questionnaire was designed with the study's objectives in mind, as well as elements discovered through a literature review to be relevant to drivers and the COVID-19 outbreak. The questionnaire took about 15-20 minutes to complete. The questionnaire was pretested in another metropolitan area with 30 drivers. All factors in this study were assessed using a 5-point Rensis Likert scale, with 5 representing Strongly Agree, 4 representing Agree, 3 representing Agree to some extent, 2 representing Disagree, and 1 representing Strongly Disagree.Only 142 (142) of the 200 (200) copies of the questionnaire distributed to respondents were correctly completed and returned for analysis. The data collected from the respondents was subjected to regression analysis using SPSS version.

Preliminary Findings

The preliminary findings of this study showed that all the respondents were male drivers (100%). 34 (24%) of the respondents were between 50-60 years, 41 (28%) were between 40-49 years, 32 (23%) were between 30-39 years and 35 (25%) of the respondents were between 20-29 years. As for the educational qualifications of the drivers, 13 (9%) of the respondents were Bsc. holders, 36 (25%) were HND holders, 21 (15%) were OND holders, 47 (33%) were SSCE holders while 25 (18%) were holders of pry. 6 certificate. As for the experience of the drivers, 49 (35%) of the respondents had 15-20 years of experience, 26 (18%) had 10-14 years, 38 (275) had 5-9 years of experience while 29 (20%) of the drivers had 1-4 years of experience. Also, 38 (27%) of the respondents were owner-drivers while the rest 104 (73%) were hired drivers. The summary of the findings is presented in the table below:

Bio-data of Respondents

VARIABLES	FREQUENCY	%	CUM.%

SEX			
Male	**142**	**100**	**100**
Female	**-**	**-**	**100**
Total	**142**	**100**	
AGE			
50-60 Years	**34**	**24**	**24**
40-49 Years	**41**	**28**	**52**
30-39 Years	**32**	**23**	**75**
20-29 Years	**35**	**25**	**100**
Total	**142**	**100**	
QUALIFICATIONS			
Bsc	**13**	**09**	**09**
HND	**36**	**25**	**34**
OND	**21**	**15**	**49**
SSCE	**47**	**33**	**82**
PRY 6 CERT.	**25**	**18**	**100**
Total	**142**	**100**	
EXPERIENCE			
1 Years 5-20 Years	**49**	**35**	**35**
10-14 Years	**26**	**18**	**53**
5-9 Years	**38**	**27**	**80**
1-4 Years	**29**	**20**	**100**
Total	**142**	**100**	
CATEGORY			
Owner-driver	**38**	**27**	**27**

Hired driver	**102**	**73**	**100**
Total	**142**	**100**	

Field Survey, 2021

Model specification

The generalized multiple regression model employed in the study is presented below:

$DEP = a + \beta_1 CBD + \mu$……. (1)

$DEP = a + \beta_2 TD + \mu$……. (2)

Where

DEP = Drivers' Economic Power

CBD = Commercial Bus Drivers

TD = Truck Drivers

a = Intercept

β = Co-efficient

μ = Error term

Hypothesis Testing

The major objective of the study was to assess the impact of covid-19 pandemic on the economic power of transport operators in the study area, Formulated hypothesis was tested using linear regression analysis.

Ho1: Covid-19 pandemic has a significant negative impact on the economic power of commercial bus drivers in kwara state, Nigeria.

The analysis is presented in the tables below:

Table 2: Model of fit of Covid-19 pandemic and economic power of commercial bus drivers

MODEL	R	R^2	ADJ. R^2	Standard error of Estimate
1	0. 131[a]	0. 214	0.225	1.013

Predictors: (constant): Commercial Bus Drivers, Truck Drivers

Source: Data Analysis (2021) SPSS Version25

Table 2 above shows that the model has an R^2 co-efficient of determination of 0.225 which implies that 22.5% change in the drivers' economic power is accounted for by a combination of transport business parameters (Commercial Bus Drivers, Truck Drivers).

Table 3: ANOVA of Road Transport Business

MODEL	Sum of square	Df	Mean Squares	F- Stat.	Sig.
Regression	213. 413	9	56.314	13.724	0.001[b]
Residual	153. 342	45	17.311		
Total	366. 755	54			

a. Dependent variable: Drivers' Economic Power
b. Predictors: (Constant): Commercial bus drivers, Truck drivers
c. Source: Data Analysis (2021) SPSS version 25

Table 3 above shows the ANOVA results that at 5% confident limit, P-value indicates that the overall regression model is significantly significant in terms of its goodness of fit to determine the joint effect of the identified transport business variables on drivers' economic power ($F = 13.724$ $p = 001 < 0.05$).

Table 4: Co-efficient of Transport business on drivers' economic power

MODEL	Unstandardized co-efficient		Standardized co-efficient	t	Sig.
	B	Std. Error	Beta		
Constant	13.826	5.212		8.547	0.025
Passenger bus drivers	- 0.263	0.425	- 0.258	3.743	

Dependent variable: SMEs performance
Source: Data analysis (2021) SPSS version 25

The above table (Table 4) shows a linear regression of transport business and commercial driver's economic power. Although, the identified variable, Passenger bus drivers, is statistically significant, it has a negative contribution to the economic power of the respondents ($\beta 1 = -0.263$ $p<0.05$). As a result of this, the null hypothesis is accepted.

Ho2: Covid-19 pandemic has a significant negative impact on the economic power of Truck drivers in kwara state, Nigeria.
The analysis is presented in the tables below:

Table 5: Model of fit of Covid-19 pandemic and economic power of Truck drivers

MODEL	R	R^2	ADJ. R^2	Standard error of Estimate

1	0. 253[a]	0. 271	0.265	1.105
Predictors: (constant): Commercial Bus Drivers, Truck Drivers Source: Data Analysis (2021) SPSS Version25				

Table 5 above shows that the model has an R^2 co-efficient of determination of 0.271 which implies that 27.1% change in the drivers' economic power is accounted for by a combination of transport business parameters (Commercial Bus Drivers, Truck Drivers).

Table 6: ANOVA of Road Transport Business

MODEL	Sum of square	Df	Mean Squares	F- Stat.	Sig.
Regression	326. 253	7	71.538	24.534	0.011[b]
Residual	147. 214	58	21.264		
Total	473. 467	65			

a. Dependent variable: Drivers' Economic Power
b. Predictors: (Constant): Commercial bus drivers, Truck drivers
c. Source: Data Analysis (2021) SPSS version 25

Table 6 above shows the ANOVA results that at 5% confident limit, P-value indicates that the overall regression model is significantly significant in terms of its goodness of fit to determine the joint effect of the identified transport business variables on drivers' economic power ($F = 24.534$ $p = 011 < 0.05$).

Table 7: Co-efficient of Transport business on drivers' economic power

MODEL	Unstandardized co-efficient		Standardized co-efficient	t	Sig.
	B	Std. Error	Beta		
Constant Food items bus drivers	24.624 0.532	3.254 1.182	 0.588	6.365 2.425	0.020

Dependent variable: SMEs performance
Source: Data analysis (2021) SPSS version 25

The above table (Table 7) shows a linear regression of transport business and commercial driver's economic power. The identified variable, Truck driver, is

statistically significant and has a positive contribution to the economic power of the respondents ($\beta 1 = 0.532$, $p<0.05$). As a result of this, the null hypothesis is rejected.

Summary of Findings

During the COVID-19 outbreak, this study was done in Kwara state, Nigeria, to assess the effects of the road transport industry on drivers' economic power. The transportation sector is concerned with the actual moving of people and goods from one location to another. To achieve the study's objectives, two hypotheses were developed, and road transportation business was captured utilising commercial bus drivers (CBD) and truck drivers (TD). The study's goals were to analyse the influence of the pandemic on these two types of drivers in the state.

Findings from the result shows that COVID-19 pandemic significantly decreased the economic power of commercial drivers throughout the time period covered by this study, according to the findings of the regression analysis. Although, the predictor and the model used in the analysis are statistically significant, findings revealed that the pandemic has a significant negative impact on the economic power of commercial bus drivers ($\beta 1 = -0.263$, $p<0.05$). As a result of this, the null hypothesis is accepted. According to the World Bank (2020), Covid-19 solutions, such as the introduction of social distance and lockout laws, have a substantial impact on passenger transport services, particularly mass transit systems built to convey a large number of people in dense metropolitan locations. Transit agencies are struggling financially as a result of the sharp decline in transportation utilisation. In developing countries, public transport is mostly unofficial and privately run. Bus drivers and owners only profit when they convey passengers. As a result, these groups are extremely susceptible. Again Suji, K, Sujin, L, Eunjeong, K, Kitae, J & Jiho, Y (2020) carried out a research study to explore the impacts of COVID-19 on car and bus usage amidst covid-19 pandemic in Daejeon, South Korea. In reaction to the pandemic, people cut their trips more dramatically during the day and on weekends, according to the findings. They also reduced bus travels and trips to work destinations to avoid congested or shared spaces.As a result, many commercial bus drivers were idle, which cut their compensation greatly throughout the period.As a result, groups are extremely vulnerable. Additionally, researchers from the fields of (Beck and Hensher, 2020a, Beck and Hensher, 2020b; Beck et al., 2020; Borkowski et al., 2021; Irawan et al., 2021; Li et al., 2020; Shakibaei et al., 2021; Shamshiripour et al., 2020) and (Li et al., 2020; Shakiba. They reported that trip generation was reduced for a variety of trip purposes as a result of restrictions on how many people could move from one location to another in order to slow the spread of the virus, and that people preferred more individual transportation modes to collective transportation modes. Because commercial drivers were not actively engaging, they were at a disadvantage. Bian et al. (2021) investigated how pandemic-related regulations affected transit networks in Seattle and New York, both in the United States. They claimed that after the social distance restrictions were established, the use of vehicles and public transport in both cities decreased considerably. A cross-sectional survey of 282 cab drivers in Jamaica's Kingston and St. Andrew Metropolitan Area was conducted in May 2020. Seven hubs were used to pick a taxi driver using multi-stage sampling. The data was

gathered using a 28-item questionnaire. It was determined what people's self-reported income was prior to and during the COVID-19 pandemic, and the correlations between those changes and COVID-19 prevention methods were examined.. The COVID-19 epidemic has significantly reduced the income of taxi drivers, which has an impact on health practises and the maintenance of desired health behaviours.

The second objective was to assess the impact of COVID-19 pandemic on the economic power of Truck drivers. Findings revealed that the pandemic has a significant positive impact on the economic power of this category of drivers ($\beta 1 =$ 0.532, $p<0.05$). As a result of this, the null hypothesis is rejected. This study contradicts the World Bank's (2020) predictions that the $8-$12 trillion global logistics market—which includes transportation, inventory control, warehousing, order processing, and other supply chain activities—accounts for approximately 12% of global GDP. The virus's propagation exposes the vulnerability of the world's commodity supply chain. The supply chain is severely disrupted, and demand is rapidly outpacing supply capacity. For example, the need for non-food requirements, particularly medical supplies, has soared. Food supply networks may collapse due to a lack of transportation to move items from the farm to the table. This could be because developed countries like the United States of America, China, Canada, the United Kingdom, and others went into total lockdown. According to truck drivers in Kwara state, by paying their way through, they were able to transport their commodities, mainly food supplies, from the point of production to the cities where they were most needed. Law enforcement was quite accommodating and knowledgeable about the game. The majority of the movement occurred at night, when there were fewer enforcement agents on the road. So, during this time, their pay increased, and some of the drivers desired that the lockdown continue.

Conclusion

Based on the results of the regression analysis on the impact of COVID-19 on the economic power of the drivers in Kwara state, Nigeria, the study was able to draw a conclusion that both identified predictor variables, Commercial Bus Drivers (CBD) and Truck Drivers (TD) are good predictors because each of them is statistically significant at 0.05 significant level. Although the contributions of each of the variable is different. We found out that Commercial bus drivers' activities have a significant negative contribution while the other predictor, Truck driver activities have a significant positive contribution towards the drivers' economic power.

Recommendations

Road transport is seen as the most flexible mode and cost effective, Nevertheless, this study recommends among other things that:

1. Transportation policy in the case of road transport should be strengthened to ensure strict compliance by all users of the road.

2. The road network across the length and breadth of the country should be properly maintained to give room for easy and uninterrupted flow of traffic on the road.
3. Frequent training should be given to our drivers because the level of education of the sampled drivers is on the average according to this study.
4. The agency of the government in charge of logistics should ensure road worthiness of all vehicles on the road to reduce carnage on the road.

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