

Effect of Military Checkpoints on Road Transport Operation in North East Nigeria

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Abstract

The aim of this study was to analysed the effect military checkpoints on road transport operations in the North East Nigeria with objectives of investigating various assaults confronting commercial drivers at military checkpoints in the North East and testing the relationship between checkpoints and assaults confronting commercial drivers. Two hundred and eighty-eight questionnaires were administered to commercial drivers out of which two hundred and fifteen were returned and found analysable using descriptive statistics and ANOVA. Results showed that there is relationship between military checkpoints and assaults including flogging, slapping, injured, verbal assault, sacrificial job, threatened to be killed and rolling on ground (0.0000, 0.0004, 0.0000, 0.0000, 0.0003, 0.0001, 0.0000 and 0.0203 respectively which were all less than alpha value of 0.005). The study concluded that military checkpoints had effect on road transport operations in the North East Nigeria. The study recommended that there should be standard procedures and implementation of technologies that will reduce assault at checkpoints, military-civillian collaboration and dialogue will improve their relationships. Lastly, support services such as military call centres should be provided by the military authority to report cases of soldiers' assaults while training of military personnels on human rights and conflict resolution should be adequate.

Keywords: Military Checkpoints, Transport, Commercial Drivers, Assaults, North East

Introduction

The survival of humans depends on transportation, which also forms the cornerstone of societal growth on both the social and economic fronts. Different modes, including rail, air, road, sea, and space, are used to transport people and goods from one location to another (Rodrigue, 2020; Cervero et al., 2017; Reis et al., 2013). Ajiboye (2011) opined that the well-being of many Nigerians is heavily reliant on the ease of intra and inter accessibility and mobility. Road transport has been the foundation of nations' social and economic

development since the earliest days of human history. It is important for the road network to be systematically connected, linked, or intersected in a given location (Jayasinghe & Munasinghe, 2013). This meets the needs for mobility, permits unfettered and limitless participation, and gives access to local services. An interconnected road network facilitates freight movement, which includes both raw materials and finished goods, as well as people to and from places of work, commerce, recreation and schools. This enhances socioeconomic well-being (Papí et al., 2007).

From the individual(s) or organisations that seek to destabilise the government and peace of the country or even harm the economy, road transport attracted their attention and also served as their major target. The road transport networks and overall systems are seen as soft target for attacks which has not only caused fatalities and damage of properties, right of freedom among others but has also succeeded in disrupting the economy of the nation and communities. Thus, some atrocious acts are carried out on the roads by notorious individuals or group, thereby complicating the security threats to lives and properties (Ndubuisi-Okolo, & Anigbuogu, 2019).

Nigeria has been witnessing several cases of insurgency attacks on her roads both in the rural and urban areas, south and north, east and west Adegoke (2015). The country is divided into six geo-political zones and each zone is known for atleast one terrorist group with different records of attacks on road transport. Since 2009, the insurgent violence and terrorism carried out by *Boko Haram*, Jama'atu Ahl as-Sunnah li-Da'awati wal-Jihad, as it calls itself, continues to be the main cause of insecurity in the northeastern states of Adamawa, Bauchi, Borno, Gombe, Taraba, and Yobe.

The sect had been responsible for series of attacks on the roads thereby affected the easy movement of freights, people and the economy of the zone. These attacks on the road transport in the zone have been documented by many researchers. Among them, Iweze (2020) reported that Boko Haram specifically targeted operators and passengers, making road travel a risky undertaking.

To combat these attacks in the North East zone, the Federal Government of Nigeria government has prevented the group's atrocities by implementing a number of counterterrorism techniques. Among the techniques is the erection of military checkpoints along the roads beleaguered by the Boko Haram group. This establishment of checkpoints at particular locations along the roadways to direct and monitor the vehicles movement and individuals had received a lot of applause from north east communities that are affected by Boko Haram. As part of many military tactics in curbing attacks, the measure has been seen as a way of denying freedom of transporting deadly weapons that could further Boko Haram attacks.

Statement of the Problem

Since the formation of Boko Haram in 2002 and its wantom killing of innocent Nigerian citizens from 2009, the sect has created a widespread insecurity in the road transport sector by being responsible for near daily road attacks in the North East States of Adamawa, Bauchi, Borno, Gombe, Taraba and Yobe. The statistics of these road attacks is disturbing. The terrorist group has increased tension among motorists, commuters and caused great

interruption of free flow of goods and services in Nigeria as a whole and more specifically in the North East region.

As a result, the Boko Haram phenomena has led to death of huge numbers of commuters (Familusi & Oshomoh, 2018), closure of specific transportation routes (John, 2021), abysmal reduction of the level of activities on the road transport (Eme, 2012), increase in transport costs (Ikpe, 2017), as well as sporadic ambush of roads leading in and out of the cities (Higazi, 2015).

In order to ameliorate the incidence of attacks most importantly to the road users in the zone, the Federal Government, through the Nigerian Armed Forces, in their knowledge made it necessary to put some counter-terrorism measures in place. Among these measures is the erection of military checkpoints at strategic locations along the roads in the North East Nigeria zone, known to be strategic interest to Boko Haram, in order to curtail the group's activities. The measure has been one of the successful anti-terrorism campaigns in combating the sect's activities and recovering the territories under their control.

Despite this achievement, the measure has given birth to a number of troubling issues, especially among transport operators and commuters. Among these issues is the assault confronting transport users by soldiers manning the checkpoints in the zone. This phenomenon has not been empirically studied. Checkpoints across the zone are associated with increased incidence of assaults on both the commercial drivers and passengers in the zone. There is need to understand the types of assaults which exist at the checkpoints in order to develop effective strategies for combating the identified assaults and ensure transport users are fairly treated at the checkpoints.

Aim and Objectives of the Study

The main aim of the study was to analysed the effect of military checkpoints on road transport operations in the North East Nigeria. The objectives were to;

- i. Investigate the effect of checkpoints on assault confronting commercial drivers in the North East Nigeria.
- ii. Test the existing relationship between checkpoints and various assault confronting commercial drivers in the North East Nigeria.

Literature Review

Conceptual Review of Terrorism

The lack of a consensus definition makes it difficult for governments, researchers, politicians, analysts, and reporters to define terrorism. Terrere (to tremble) and deterre (to fear) are the Latin verbs that give rise to the words terror, terrorise, awful, terrorism, and deterrent (Fine, 2010). Extreme fear of death is a psychosomatic state that characterises terrorism. The murder of commuters along North Eastern roads and the kidnapping of 270 schoolgirls in Chibok by the Boko Haram in 2014 and Nigeria efforts to stop terrorist attacks have been brought up the subject of what defines terrorism. One of the largest worldwide social media movements was triggered by the kidnapping, with users use the hashtag *BringBackOurGirls*. Ganor (2002) believed that the majority of specialists believe that there will never be an objective, widely accepted definition of terrorism as one person's terrorist is another person's freedom fighter.

For instance, Prabha (2013) defined terrorism as an act or threat of an act of tactical violence by a group of trained individuals, having international linkage, to achieve political objective. According to Prabha, this definition precisely covers all the aspects of terrorism. Before arriving at this definition, he analysed and critiqued a few definitions of terrorism, each of which he felt were missing some vital components. Also, terrorism is a form of extremist Islamic activities carried out by Jihadists in the name of propagating Islam and the original tenets of the religion. One ideology that plays a key role in Islamic extremism is the principle of jihad. Terrorists use this as a means to an end, which is to establish an Islamic Caliphate and impose Sharia Law (Wuyep, 2015). It is usually unprovoked, random and unpredictable while its commonest form is bombing. It could also take the form of hijacking of commercial of motor vehicles and aircraft, kidnapping, assassination, gun attack, arson and frontal assaults on important state institutions.

Boko Haram as a form of terrorists along with their activities has increased insecurity in Nigeria, thereby weakened country's cohesion and sense of national pride as documented by researchers (Queiroz, 2022; Alege & Ojoduwa, 2019; Adeniji, 2014; Osumah, 2013; Okpaga et al., 2012). The number of Boko Haram attacks on road users is alarming, driven to violence by poverty, mobility restriction, closure of many roads and disruption of flow movement of goods and passengers. There is a resultant increase in population migration from north to south, limited flow of goods and people, negligency of roads, and diversion of commercial transport operators to other states and regions where the activities of Boko Haram are not well pronounced. Insecurity has made the region virtually unpopular due to economic hardships brought on by Boko Haram.

Military Checkpoints

The military checkpoints are of particular interest to humanitarian logistics and military scholars because of its importance roles, such as protecting travellers on the highways against armed robbers, combating terrorism attacks and conveying of dangerous weapons. The literature related to the terrorism attacks and humanitarian logistics/supply chain management in Nigeria is growing rapidly as the number of both man-made and natural disaster increase. However, little is known about military checkpoints. Different scholars, analysts, reporters and policy makers have tried to define military checkpoints. There is no widely acceptable definition of military checkpoints. For example, Glick(2012) and Mansbach (2009) defined checkpoints as place where traffic are stopped so that it can be checked. It is fixed location on the ground that is utilised to regulate orientation, mobility, and tactical maneuvers, according to ADRP 1-02.

It is quite to note that roadblocks should not to be confused with checkpoints. For a number of reasons, roadblocks are intended to bar all vehicular and pedestrian traffic from entering a certain region, e.g construction. Although, Schouten (2019) reported that roadblocks and checkpoints have long been mentioned anecdotally in accounts of conflict situations. They can serve as proxies for territorial control of the various parties involved in a conflict, as well as fascinating illustrations in journalistic accounts of the chaos on the ground and obstacles to humanitarian relief and freedom of movement. According to his view, the purpose of both roadblocks and checkpoints is to ensure that a crucial claim to contested logistical locations is materialised in the event of conflict.

Deutschmann et al. (2023) reported that checkpoints provide the political capacity for reducing entries. As larger armed groups operate through ambushes, hijackings and other forms of punctual, checkpoints formed key sites of active combat. Checkpoints are reflections of military control. The control over crossborder trade routes that forms a crucible in the balance of power between opposed factions. For instance, since the beginning of Boko Haram, military commanders and armed group factions have sought control of roads and transportation routes, particularly in the North East and checkpoints served as tool to control the activities of terrorists in the region.

Due to no definitive data-based reason was found to explain checkpoints, globalsecurity.org, explained that checkpoints are often scenes of violence or have the violence threat. It is noteworthy that civilian checkpoints are different from border checkpoints. In areas under military or paramilitary authority, both civilian and border checkpoints are established and maintained. In conflict-ridden towns and regions around the world, civilian checkpoints have been used to monitor and regulate the flow of people and materials in an effort to prevent bloodshed, according to Mahony & Solutions (2013). In times of peace, both are also employed by the military or combined tasks to support counterterrorism efforts. Unlike police checkpoints, military checkpoints are almost permanent and areas where to mount the checkpoints are not randomly picked.

Since the continuous Boko Haram bombings of motor parks, planting of explosive improvised devices (IED) popularly known as *miles* along the roads, ambushing, kidnappings as well as destruction of road transport infrastructure by Boko Haram, military checkpoints are widely seen across all over the North East Nigeria especially on entrance and exit points of communities and villages in the zone where humanitarian crises are largely reported. Regarding the nature of checkpoints in the zone, some checkpoints have the form of logs of woods intercept across the road, sacks filled with sands, drum containers painted with armed forced colour, or tires scattered across the road. At night, a blinking rechargeable light or local made light which in Yoruba parlance called *atupa* are also an indication of approaching military checkpoints. Soldiers at the checkpoints are rotated, and remain standing waiting to stop the drivers, check both goods and passengers conveying by the driver while sometime the camp commander is seated in the shade of a nearby tree watching the traffic movements. At each checkpoint in the zone, there is tent and it is used to enable military personnels on internal security (IS) operation to administer themselves. The essence of this tent is to serve as accommodation while there is no permanent building as the nature of the operation is temporary.



Nature of checkpoint in the North East Nigeria
Source: self snapped (2024)

Empirical Review

Many topics, such as assaults, flow of vehicles, and the implications of checkpoints, have been discussed in both industrialised and developing nations, as well as locally and internationally. The empirical literature of military checkpoints and their effects on the road transport sectors has been well-documented by researchers worldwide. Although, literature on military checkpoints are rare but despite of that, there are studies that has been carried out regarding checkpoints.

Among them, Hall (2024) observed that the military and police in Marawi ran joint checkpoints and did evening ronda (drive-bys). The representatives interviewed cited cases of rude treatment by soldiers at a checkpoint. Between 2006 and 2007, Gregory (2019) reported that an average of one Iraqi civilian was killed or injured at a coalition checkpoint each day. In many cases, civilians were shot because soldiers had misinterpreted their behaviour as hostile or as a demonstration of hostile intent. In other words, the soldiers responsible thought that they were acting in self-defence against an imminent threat. Using interviews with Syrian and Somali refugees, as well as daily data on violence and displacement

in Somalia, the paper of Schon (2016) argued that state and non-state armed groups create and foster uncertainty at checkpoints. Results from quantitative analysis of the daily data on violence and displacement in Somalia indicated that uncertainty about road violence (road uncertainty) and uncertainty about home violence (home uncertainty) amplify the effects of road violence and home violence, respectively.

Kotef & Amir (2011) attempted to comprehend the ways in which violence might appear to be justified, even when it occurs within contexts that are ostensibly intended to negate it. Their findings demonstrated that the soldiers manning the checkpoints facilitate violent outbursts. The study of Aborisade (2021) explored accounts of unlawful use of force, human rights violations, and other police misconducts that resulted from the enforcement of COVID-19 measures. Using a victim-centred approach involving qualitative, in-depth interviews with 71 people, who perceived their encounters with the police enforcing COVID-19 measures as bordering on their rights, were conducted, and a thematic analysis of the narratives carried out. Participants reported significant variety of police aggression directed towards them: including actual threats of physical violence, hostility, intimidation, extortion, and punishment. Female participants reported incidents of sexual harassment, unwanted sexual advances, and assault. 'The officers are quick to use their authorities to intimidate people at their checkpoints, as they perceive themselves as having limitless power during the lockdown.

As humanity struggles against this deadly threat, observed that they sadly have to deal with some members of the security forces such as the police and soldiers who are acting violently and inhumanely against civilians while enforcing lockdown regulations (Geldenhuys, 2021). Golob & Nunamaker (2014) argued that biggest law enforcement consequence of border enforcement and the checkpoint is circumvention. "Bad guys" are pushed into communities with a resulting increase in rip-offs, rapes, assaults, robberies, and shootings. These are mostly directed at the migrants themselves, so communities are still safe but there is a lot of criminal activity directed at migrants and drug smugglers. Narrowing the definition of military violence to include only instances of physical assault is analytically and theoretically flawed. They thus interpret the examples above to be instances of violence and consider threats of violence violent acts, as they are often the basis upon which real brutality is exerted against people and property.

At the checkpoint, Hammami (2005) reported that three people were shot to death by the Israeli military, another two died in traffic accidents among the crush of transit vans, at least one man died of a heart attack as he was wheeled across on a metal stretcher, two babies were born behind a rubble mound, untold numbers of young men were beaten by soldiers - often in full view of everyone - and no one can count the numbers of injured at the demonstrations that were staged in a futile attempt to get rid of the thing. Considering the aforementioned empirical reviews, literature regarding Nigeria and North East is lacking.

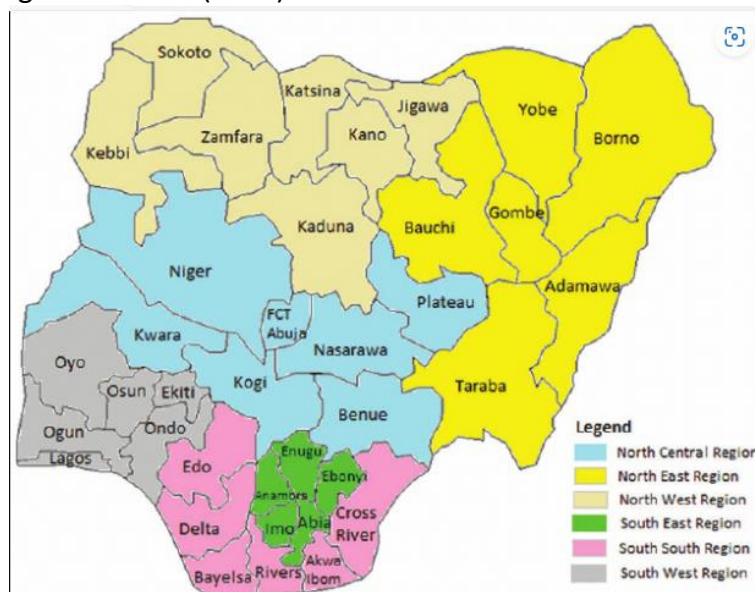
Methodology

Study Area

Nigeria is a country in West Africa. It is situated between the Sahel to the north and the Gulf of Guinea in the Atlantic Ocean to the south. It covers an area of 923,769 square kilometres (356,669 sq mi). With a population of more than 230 million, it is the most

populous country in Africa, and the world's sixth-most populous country. Nigeria borders Niger in the north, Chad in the northeast, Cameroon in the east, and Benin in the west. Nigeria is a federal republic comprising 36 states and the Federal Capital Territory, where its capital, Abuja, is located (*nigeriaembassygermany.org*). The country is divided into six (6) geopolitical zones namely North Central, North East, North West, South West, South East, and South South and each zone has their peculiarity regarding various disasters. For instance, North Central is known for kidnapping; North East, Boko haram; North West, banditry; South West, flooding and ritualists cases, South East, Indigenous People of Biafra (IPOB) agitations and South South, militants and oil vandalism.

For the purpose of this study, concentration was on North East zone. The zone has been grappling with a 16-year-long Islamist insurgency driven primarily by Boko Haram and its offshoot ISWAP that has led to huge human and economic losses, including mass displacement and a humanitarian crisis (www.reuters.com). The zone comprises Adamawa, Bauchi, Gombe, Tarba and Yobe States with Borno State serving as the centre of Boko Haram activities according to Kolawole (2024).



Map of Nigeria showing six geopolitical zones

Source: <https://nigeriapostcodes.com>

The zone shared borders with many countries including Cameroon and Chad and has all categories of roads network that were been used for commercial purpose. In their bid to carry out criminal activities, Boko Haram used some of these roads to carry out their deadly activities. This prompts the Federal Government through Armed Forces to erect checkpoints on some of these roads while some roads remained partially or totally impassable.

Route Selection

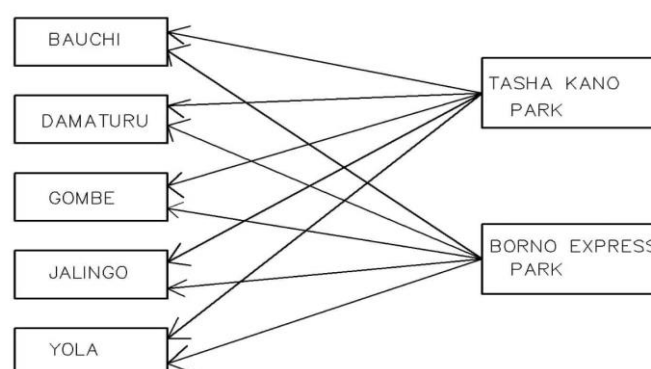
The zone has all categories of road networks. That is, Truck A which are managed by the Federal Government and link States capitals and urban cities, Truck B which are managed by the States and link local governments and urban centres within the state together, Truck C which are managed by the Local Governments and link towns and rural communities together while Truck D are minor roads that link minor communities together. Concentration of this study was on Truck A roads that link Bauchi, Gombe, Damaturu, Yola and Jalingo with

Maiduguri, the Borno State capital since the research centred on inter-state commercial drivers within the zone and checkpoints are more pronounced along Maiduguri highways than other states of the zone due to the activities of Boko Haram. Within this Truck A roads, there are some roads that military have completely shutdown and remained impassable as a result of insurgency activities while some are partially shutdown by the military. This means that military open those roads based on security intelligent information gathered, while some are under military redeployment. Redeployment means that vehicles are not allow to move in those terrains but there is presence of military patrolling the roads while some roads are completely open for commercial purpose except in the night where vehicle movements are restricted and presence of military checkpoints have been used to implement the measure (Kolawole, 2024).

Our study concentrated on roads that are completely open for vehicular movements and have the presence of military checkpoints from Bauchi, Damaturu, Gombe, Jalingo and Yola to Maiduguri. We work closely with military Command and their research unit and within these selected routes, eighteen (18) checkpoints were identified (NAUB Nigerian Army Command, 2024).

Population of the Study

Since the objective of this study is to investigate the various assaults confronting commercial drivers at the checkpoints in the North Eastern Zone of Nigeria and to test existing relationship between military checkpoints and assaults confronting commercial drivers, the population of this study covered commercial drivers within the zone. Borno State is the epicentre of the insurgency activities in the zone, this means that military checkpoints are more pronounced within the state than other states and based on security advises, our study focused on commercial drivers conveying passengers at notable public motor parks in Maiduguri, the Borno State capital to other states capitals within the zone. The motor parks were Borno Express and Tasha Kano.



Source: Authors' construct (2025)

According to National Union of Road Transport Workers, Tasha Kano Branch Maiduguri, the total population of commercial drivers conveying passengers from Tasha Kano (Maiduguri) to other states capital of the zone is 170 while the total population of commercial drivers conveying passengers from Borno Express Motor Park, Maiduguri to other states

capitals of the zone is 118 as shown in Table 3.1. This means that the population for this study was 288.

Table 3.1

Number of Commercial Drivers Loading Passengers from Borno Express and Tasha Kano Motor Parks to other States Capital in the North East

Routes	Number of Drivers at Borno Express Motor Park	Number of Drivers at Tasha Kano Motor Park
Maiduguri-Jalingo	20	45
Maiduguri-Gombe	20	20
Maiduguri-Bauchi	15	70
Maiduguri-Adamawa	25	20
Maiduguri-Damaturu	35	15
Total	118	170

Source: NURTW, Borno Express Branch & Tansha Tasha Kano Branch Maiduguri (2024)

Sampling frame

Our initial plan is to pick one motor park from each senatorial district from each state. We divided each state into three (3) Senatorial Districts and one motor park to be picked from each senatorial district. But based on security advise, our research sampling frame was limited two commercial public motor parks (Tasha Kano and Borno Express) that convey passengers from Maiduguri to other states capitals within the zone.

Sampling Size and Sampling Technique

Both purposive and stratification sampling techniques were adopted for this study. Tasha Kano and Borno Express were purposively picked out of all the motor parks in Maiduguri. The rationale behind chosen the two motor parks was because they are largest public motor parks that load commuters to other north east States Capitals. We stratified the commercial drivers of these motor parks into 6 stratas. That is, those commercial drivers loading from Maiduguri to all the six geopolitical zones in Nigeria and North East commercial drivers were picked since they are majorly affected by the checkpoints policy. Since the population of the study is within manageable size, census principle was applied. That is, the population of the respondents under study is 288 and also served as the sample size.

Source of Data

Data for this study was sourced primarily. Questionnaires were used to gather information regarding various assaults and its relationship with checkpoints. The questions were drafted in English language and in likert scale form of Strongly Agreed (4), Agreed (3), Disagreed (2) and Strongly Disagreed (1). Because of the respondents' level of education and their inability to speak English fluently, research enumerators were employed to translate those questions into Hausa.

Method of Data Analysis

Collected data was subjected to analysis after editing for accuracy, validity and completeness. This adds value to the study findings. Descriptive statistics was used to

analysed the collected data and this involves tables while the hypothesis was tested using ANOVA to ascertain its existing relationship.

Measurement of the Variable

Data regarding assaults at the checkpoints in the North East was measured using types of assaults at the checkpoints, and causes of this assault.

Results

This section presented the nature of data collected in the field. The data concerning types of assaults confronting commercial drivers at military checkpoints in the North East and testing the existing relationship between checkpoints and assaults were collected through administered questionnaires. The data were collected from number of commercial drivers plying Maiduguri to other states capitals of the North East. However, before presentation, analysis and discussion of the empirical findings, the characteristics of respondents are presented and analysed since are among the ways which establish validity and reliability of data collected. Generally, the study was expected to cover about 288 respondents, unfortunately, only 215 respondents participated through questionnaires. This represents of 74.6% of the total respondents.

Table 4.1 shown the socio-economic characteristics of the respondents and based on gender, all the 215 (100%) respondent were male. It demonstrated that all of the commercial drivers in the North East of Nigeria were all male. This may be related to the local perception that commercial transport business is reserved for male. 91.6% of them were married, 5.1% were widowers, 1.9% were single and 1.4% divorced. This indicated that highest percent of those commercial drivers were married with their respective families. 56.7% of them were between the age of 46-60 year, 23.7% were between 30-45 year, 17.2% were between the age of 60 year and above while only 2.3% were between 18-30 year. On their educational status, 66% attended informal education which is Islamic schools, 21.9% of them neither attended informal nor formal, 7.9% attended only primary schools, 3.3% were O'level leavers, while only 0.9% attended tertiary institution. This demonstrated that most of them were uneducated and supported the statement under methodology that Hausa speaking enumerators were employed for this study to interpreted the questionnaires.

Based on their years of experience, 43.3% have spent 11-15 year on the job, 28.8% have spent 6-10 year, 15.8% have spent 1-5 year, 8.8% have spent 16 year and above while only 3.3% spent less than a year. With this analysis, it showed that over 40% of the commercial drivers used for this study have been in the job for more than 11 year and understand the nature of roads within the zone. On driving frequency analysis, 75.8% frequently driving from their respective states to Maiduguri every week, 15.3% daily, 5.1% monthly and only 3.7% of them drive from their respective states to Maiduguri once in a while. This shown that the respondents under this study have knowledge about the roads and various assault that confronting them at checkpoints while embarking on a journey to Maiduguri. On drivers' destinations analysis from Tasha Kano and Borno Express from Maiduguri, 26.5% of these commercial drivers had Damaturu as their destination, 24.9% were Gombe, 18.6% were Yola, 16.3% were Bauchi while 14.4% of them had Jalingo as their destination.

Table 4.1

Socio-economic Characteristics of the Respondents

Gender	Freq	%	Age	Freq	%
Male	215	100	18-30	05	2.3
Female	00	00	30-45	51	23.7
Marital Status			46-60	122	56.7
Single	04	1.9	60 and above	37	17.2
Married	197	91.6	Destination State		
Divorced	03	1.4	Bauchi	35	16.3
Widowers	11	5.1	Damaturu	57	26.5
Qualification			Gombe	52	24.9
Primary	17	7.9	Jalingo	31	14.4
Secondary	07	3.3	Yola	40	18.6
Tertiary	02	0.9	Year of Experience		
Informal	142	66	Less than 1year	07	3.3
Neither	47	21.9	1-5years	34	15.8
Informal nor			6-10	62	28.8
formal			11-15	93	43.3
Driving Frequency to Maiduguri			16 & above	19	8.8
Daily	33	15.3			
Weekly	163	75.8			
Monthly	11	5.1			
Once in a	08	3.7			
while					

Source: Authors' Analysis (2025)

Based on the objective of the study, respondents' responses were analysed using descriptive statistics as shown in Table 4.2. 46.9% of the respondents strongly agreed that they encounter assault at the checkpoints frequently in the zone, 29.8% agreed, 6.5% undecided, 11.2% disagreed while 5.6% were strongly disagreed. This demonstrated that commercial drivers in the zone frequently confronted with various forms of assault at the military checkpoints. Among these assaults, 66.5% were strongly agreed that at a particular time or the other, they have been flogged by the soldiers at checkpoints in the North East zone, 9.3% agreed, 6.9% undecided, 15.8% disagreed while 1.4% were strongly disagreed. Some of these flogging involved use of cane, stick or rubber wire. For slapping, 24.2% were strongly agreed that they have been slapped at the checkpoints within the zone, 30.7% agreed, 0.9% undecided, 29.3% disagreed while 14.9%. 48.4% agreed of the respondents attested that they have been injured at the checkpoints for one reason or the other, 6.5% strongly agreed, 5.6% disagreed and 39.5% were strongly disagreed. With the percentage of agreed to strongly agreed, it shown that assault that involve sustaining injuries at the checkpoint were not much. This doesn't mean that it doesn't exist.

Also, on verbal assault, 80% agreed were that in one way or the other have received verbal assault from the soldiers manning the checkpoints, 6.9% disagreed, 6.5% strongly agreed, 6% strongly disagreed and 0.5% undecided. This shown that the rate of verbal abuse at the checkpoints in the North East is higher. As a result of misunderstanding with soldiers at the checkpoint, 43.7% of the respondents were strongly agreed that they have asked to do one or two sacrificial job such as sand filling of potholes, cleaning, fetching water and

gathering of stones, 45.1% agreed, 1.9% undecided and disagreed while 7.4% were strongly disagreed. Furthermore and on threatened to be killed at the checkpoints due to misunderstanding, 6.9% were strongly agreed, 75.8% agreed, 2.8% undecided, 12.6% disagreed while 1.9% were strongly disagreed. Finally, 33.5% agreed of the respondents have sometimes asked to be rolling on ground at the checkpoints, 20.5% strongly agreed, 27.9% disagreed, 13% strongly disagreed and 5.1% undecided. This shown that commercial drivers have sometimes asked to roll on ground at the checkpoint within the zone due to misunderstanding.

Table 4.2

Commercial Drivers Perceptions on Assaults at the Military Checkpoints

S/N	Assault	SA (5)	A (4)	UND (3)	D (2)	SD (1)
i	I frequently encounter assault at the checkpoints in the zone.	101 (46.9%)	64 (29.8%)	14 (6.5%)	24 (11.2%)	12 (5.6%)
li	As a driver, I have been flogged at the checkpoints	143 (66.5%)	20 (9.3%)	15 (6.9%)	34 (15.8%)	03 (1.4%)
iii	As a driver, I have been slapped at the checkpoints.	52 (24.2%)	66 (30.7%)	02 (0.9%)	63 (29.3%)	32 (14.9%)
lv	As a driver, I have been injured at the checkpoints.	14 (6.5%)	104 (48.4%)	00	12 (5.6%)	85 (39.5%)
V	As a driver, I have many times received verbal assault from the soldiers manning the checkpoints.	14 (6.5%)	172 (80%)	01 (0.5%)	15 (6.9%)	13 (6.0%)
vi	Due to misunderstanding with soldiers at the checkpoint, I have asked to do sacrificial job i.e sand filling of potholes, cleaning, fetching water, et.c.	94 (43.7%)	97 (45.1%)	04 (1.9%)	04 (1.9%)	16 (7.4%)
Vii	As a driver, I have been threatened to be killed at the checkpoints due to misunderstanding.	15 (6.9%)	163 (75.8%)	06 (2.8%)	27 (12.6%)	04 (1.9%)
Viii	Many times, I have asked to roll on ground at the checkpoints.	44 (20.5%)	72 (33.5%)	11 (5.1%)	60 (27.9%)	28 (13%)

Source: Authors Analysis (2025)

The ANOVA summary of relationship between military checkpoints and assault on commercial drivers in the North East was depicted in Table 4.3. It can be deduced that there is existing significant relationship between military checkpoints and assault confronting commercial drivers in the North East Nigeria. This is reflected in the results: $F = 26.91$, $Prob > F = .0000$ which is less than 0.005 significant value. Flogging, slapping, injured, verbal assault, sacrificial job, threatened to be killed and rolling on ground with $Prob > F$ 0.0000, 0.0004, 0.0000, 0.0000, 0.0003, 0.0001, 0.0000 and 0.0203 respectively were found to be less than the alpha value of 0.05. Therefore, the hypothesis shown that military checkpoints had significant relationship on assault confronting commercial drivers in the North East Nigeria. The R-squared and Adj R-squared of 0.6990 (69.9%) and 0.6730 (67.3%) respectively supported that the model incorporated in this study is fit.

Hypothesis testing of Relationship Between Military Checkpoints and Assault in the North East Nigeria

No. of Observation= 215; Root MSE= .698076; R-Squared= 0.6990; Adj. R-Squared= 0.6730

Table 4.3
Hypothesis Testing

Source	Partial SS	df	MS	F	Prob>F
Model	222.95814	17	13.115185	26.91	0.0000
Flogging	8	2	4	8.21	0.0004
Slapping	12.744951	2	6.3724757	13.08	0.0000
Injured	63.040003	3	21.013334	43.12	0.0000
Verbal Assault	8.1178233	2	4.0589116	8.33	0.0003
Sacrificial job	10.469199	3	3.4897331	7.16	0.0001
Threatened to be killed	14.665019	3	4.8883396	10.03	0.0000
Rolling on ground	3.8743455	2	1.9371728	3.98	0.0203
Residual	96	197	.48730964		
Total	318.95814	214	1.4904586		

Source: Authors' Analysis (2025)

Conclusion and Recommendations

The aim of this study was to analysed the effect military checkpoints on road transport operations in the North East Nigeria with objectives of investigating various assaults confronting commercial drivers at the checkpoints in the North East and testing the existing relationship between checkpoints and assaults confronting commercial drivers in the identified zone. The population of this study covered commercial drivers within the zone. Borno State remained the epicentre of the insurgency activities in the zone and this means that military checkpoints are more pronounced within the state than other states in the zone. Commercial drivers conveying passengers at notable public motor parks in Maiduguri, the Borno State capital to other states capitals within the zone were considered for this study. The motor parks were Borno Express and Tansha Kano. Two hundred and eighty-eight (288) questionnaire were administered to various commercial drivers within the identified motor parks. Out of which two hundred and fifteen (215) questionnaires were returned and found analysable using descriptive statistics and ANOVA to test the existing relationship between dependent variable and independent variables. Results showed that military checkpoints have significant relationship with assaults such as flogging, slapping, injured, verbal assault, sacrificial job, threatened to be killed and rolling on ground (0.0000, 0.0004, 0.0000, 0.0000, 0.0003, 0.0001, 0.0000 and 0.0203 < 0.005 respectively). With this analysis, it shown that there is existing significant relationship between checkpoints and assault on commercial drivers in the North East, Nigeria. This postulates that as the number of checkpoints increase, the assault on commercial drivers in the zone tends to also increase. The study concluded that military checkpoints has positive effect on road transport operations in the North East Nigeria and based on this, the study therefore recommended that there should be standard procedures and implementation of technologies that will reduce assault at the checkpoints, military-civillian collaboration and dialogue will improve their relationships. Support services such military call centres should be provided by the military authority to report cases of

soldiers' assaults while training of military personnels on human rights and conflict resolution should be adequate.

Finally, the study had provided understanding of the effect of military checkpoints on transport operations in the North East Nigeria, created policy recommendations for reducing negative impact of military checkpoints on transport operations in the zone and it has contributed to the existing body of knowledge on effect of violence and insecurity on transport operations and economic growth which it has not been addressed by the extant literature.

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